

First Name:

Clare

Last Name: *

Lundon

Organisation:

On behalf of:

Postal Address:

Suburb:

Kelburn

City:

Wellington

Country:

New Zealand

PostCode:

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes

☐ No

☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Steepness is a real issue and i think more graduation of tracks seats along the way or leaning posts is helpful too

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
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Cons

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Why/why not? What ideas do you have to balance out the pros and cons?

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1. McLintock Street 2. Chartwell Bush/woolshed;

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

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The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

David

Last Name: *

Cunningham

Organisation:

On behalf of:

Postal Address:

Suburb:

Ngaio

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I am strongly in favour of local walks to get residents out exercising and in the bush. For my local area, a track from lower Mt Kaukau connecting to Bells Track and Crows Nest would be an excellent addition. Ohariu valley is beautiful and it's a pity there aren't more walking tracks in that area.

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Is there anything missing that would help?

While many people would not like to see cars at the top of Mt Kaukau, road access would allow those with less physical ability the opportunity to enjoy the view and flatter tracks along the ridge.

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Pros

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Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Benjamin

Last Name: *

Burkhart

Organisation:

On behalf of:

Postal Address:

Suburb:

Newlands

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

By and large this looks great! There seems to be nothing in sector 2 -- I have a hard time finding anything on this map

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

This is the wild part of Wellington, and that's what makes it great! There are already a number of roads going quite far into the OGB. There are also entrances that don't require much climbing, like the Makara road saddle or the end of Ohariu Valley Rd.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less

- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

There have been issues with cows scaring people. Having grown up around cows I personally don't get scared, but they have blocked my way at times. The trails do get torn up by cows. The OGB is essential in providing a somewhat wild outdoor experience to thousands of desk jockeys. This may have precedence over grazing in my view. When out there it strikes me that all these hills must once have been covered by beautiful native bush. As such, it escapes me why the vegetation would have to be kept short artificially. 200 years ago the character must have been bush. Anyway, yes, please do phase out grazing.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

First to last: Ohariu Valley Road or Upper Stebbings Valley Chartwell Bush/woolshed 268 Ohariu Valley Road or McLintock Street Wrights Hill Brooklyn wind turbine

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives,

policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Like #2 this sector is a little poor, and needs more trails and reserves etc

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

As identified, this sector is a little poor, and needs more trails and reserves etc

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

The OGB is very important -- it provides a somewhat wild nature experience very close to the city. Barely any major city anywhere in the world has anything comparable. It provides opportunities for walking, mountain biking, conservation and much more. It's an incredible asset. This plan looks like it will improve the OGB, and safeguard it. So, go for it please.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Chris

Last Name: *

Bramwell

Organisation:

On behalf of:

Postal Address:

Suburb:

Rongotai

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes

☐ No

☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
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| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

We are lucky in Wellington to have access to green space from most areas of the city - that should be preserved.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I am really please to see there are more Grade 5 mountain bike tracks in the pipeline - there are not really enough trails of this nature in Wellington, which is a real shame given the huge number of riders here. Rotorua has a great network of technical trails, and people drive (including myself) for hours to go and ride them instead of faffing about on the limited number in Wellington. I would think more people would be inclined to stop off in Wellington to ride if there were more technical trails as well - we may even get some of the enduro races if we get enough trails!!

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I think the interaction between people and farm animals is important, as long as people (and their dogs) are respectful

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

I think the order listed is the right one

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

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| | Yes | No | Don't know |
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Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Robb

Last Name: *

Morison

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes

☐ No

☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
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| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Why/why not? | | | |

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Hi, I think more needs to be done to limit unauthorised track building in some of these areas. Walkers, runners and Mountain bikers are well looked after right across the board, and there are areas where illegal Mountain bike track building is causing soil erosion issues and making it (in some cases) tricky for anyone on foot. Mitigation of this issue should be included in any plan, which on the face of it looks really good.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No

☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Recently there have been issues between Johnsons Hill & Makara with cattle, particularly 'frisky' bulls. Happy to see no live stock up there.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Wrights Hill, Brooklyn Wind Turbine, 268 Ohariu Valley Road, Chartwell Bush/Woolshed and others.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Does the draft plan support community partnership in this sector?

☒ Yes ☐ No ☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes ☐ No ☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ Yes ☐ No ☐ Don't know

Do you agree with the actions for this sector?

☒ Yes ☐ No ☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ Yes ☐ No ☐ Don't know

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☒ Yes ☐ No ☐ Don't know

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☒ Yes ☐ No ☐ Don't know

Do you agree with the actions for this sector?

☒ Yes ☐ No ☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☒ ☐ ☐

Does the draft plan support community partnership in this sector?

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Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ Yes ☐ No ☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes ☐ No ☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

Tricky here, as getting the balance right between riders and anyone of foot can be a challenge, but for riding it's improving all the time (a real asset)

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

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Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

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Do you agree with the actions for this sector?

• • •

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Hi, think council has done a great job on this proposed plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Gail

Ives

Organisation:

On behalf of:

Postal Address:

Suburb:

Johnsonville

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Why/why not? | | | |

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

LOTS of signs telling dog owners to keep their dogs on a leash along the skyline track and the tracks around old coast road and up to mt kau kau. There is often livestock there and the dogs can really affect them (especially when there are calves and lambs) as well as multiple runners/walkers and cyclists that the dogs bark at and jump at.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

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| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

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Is there anything missing that would help?

Steps. Especially up to mt kau kau from the jville side (just below the summit). It is incredibly slippery and muddy in wet weather.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other

means to maintain the existing character and views

- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

It adds to the charm of the area. Get rid of the dogs!

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

McIntock and Ohariu Valley rd

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | |
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| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Mentioned above

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

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☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

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☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

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Please add here anything relevant to this sector that you think is not covered in the plan.

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Yes No Don't know

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☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

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| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

First

Cross

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Churton Park

City:

Wellington

Country:

New Zealand

PostCode:

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
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| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

I agree with attempting to 'complete the green belt'. If we could have as much unbroken green-space between South Wgtn and Porirua it would frame the city well and give good access to tracks and nature for the city and suburbs

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Unfortunately green belt is weakest between Johnsonville North and Tawa as this is private land and there are not good tracks to traverse the sector. I note that the plan is to 'look for opportunities' and I hope that opportunities are found.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I bike and walk a lot along the Northern Walkway and cattle damage and cow pats are an issue, but generally only a minor one.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

McLintock Street, Upper Stebbings Valley...

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

Yes No Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

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Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

One of my favourite things about wellington is the OGB. I walk or bike up Kaukau at least once a week (via McLintoch Rd North). I support access to water on Kaukau (often thought it would be cool to have). I would like to see improve bike access. Presently from Kaukau there is no bike access to Khandallah or Ngaio.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Chris

Betterton

Organisation:

Western Suburbs Trail Alliance

On behalf of:

Postal Address:

Suburb:

Northland

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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If not, why not?

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Why/why not?

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What do you think could be added?

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- ☒ Yes
☐ No
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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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Only really know sector 4

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Turning one of the Chartwell 4x4 tracks into something that is accessible to the public, with a small dropoff area at the top.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
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- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

☒ Yes

- ☐ No
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Don't know other sectors well enough to comment

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know
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Please add here anything relevant to this sector that you think is not covered in the plan.

In particular, I would like to see accelerated development of MTB trails on Johnston Hill. I read the Wellington MTB club submission and felt it was excellent. It would utilise a little used, non native

pine forest to provide valuable grade 4 and 5 trails. MTBing has progressed a lot since parks like Makara were originally built. More riders are now looking for more trails to push themselves on but the options are limited and this can encourage illegal trail building (which I oppose). Adding these trails sooner than the planned 5-10 year timescale would reduce the likelihood of such illegal trail building, such as on Te Ahumairangi in Northland, and together with the planned MTB park in Poirirua would increase the attraction of Wellington as an MTB destination.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

This is an excellent plan which I wholeheartedly endorse. In particular, extending tracks down to the south coast would up more 'adventure riding' opportunities, which are currently quite limited (there is only really the red rocks track from wrights hill). It is not just dog walkers who are a problem in Makara Peak - I have also experience MTBers with 'trail dogs', which are not always well controlled, causing issues. Signage should make clear that all dogs should be on a leash and consideration should be given to banning them on the higher trails (which are unlikely to be used by dog walkers).

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I strongly endorse the action 6.6.3.5. Sections of this are very steep and not a realistic route on an MTB, as well as being too steep for runners. Making this a more rideable / runnable, but still challenging, trail would open up more 'adventure riding' opportunities connecting to the route out to the south coast.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

This is a wonderful, 'wild' resource relatively close to the city and any development should maintain this character.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Thomas

Cappleman

Organisation:

WORD

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Miramar

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

More infrastructure in terms of Maps/Signs/Toilets will encourage people to use and explore the Outer Green Belt. Outdoor recreation is on the rise, I think it is important that this is in place before it becomes a problem.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Sector 4: I think it is really important to get a track from Karori Park up to The Makara Rd Saddle. Also safe crossing to the MTB park is essential. This needs to be well sign posted and advertised, if this climbing track is of a good gradient it could open up an easier more relaxed climb to the Peak. If this track joins onto a new extension of Skyline (not going up Varleys) this would be an amazing way of getting kids from the Karori Park area (nice beginner tracks) to the peak in a quick timeframe that doesn't rely on a good base fitness. Proposed tracks on Johnston Hill will be a great asset to the track network. The climbing track is quick and direct, this allows users to ride the same tracks over and over easily. This will compliment Makara Peak perfectly, quite a long climb with the grade 5/6 tracks not using the whole elevation of the hill. After work rides for locals turns into just one lap of the park, for people that are downhill focused a smaller hill with multiple grade 5 options would be a way better resource for evening riding. In terms of teaching, an area like this with very little trail user conflict would be perfect. Been able to link Wrights Hill, Makara Peak, Karori Park and Johnston Hill all on trail would be an asset in establishing Wellington as a tourist riding destination. Generally people travelling to ride bikes will be riding grade 4/5 tracks. Sector 7: The development of a grade 2 track that joins Makara Peak to the South Coast along the lower valley would be an amazing asset to the track network. It would open up a huge area/loop for adventure rides. It would also allow people new to riding to enjoy the lower Makara Trails without feeling limited. It would also link up Red Rocks and offer an option out of there that isn't the grade 5 Tip Track climb.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking

grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

For more people to enjoy the Skyline trail I think the cattle need to be addressed. I think with wide enough boundaries in open areas it wouldn't affect the natural look.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

It is a significant investment, however I think it is this kind of infrastructure that is necessary. Short term: I think it will encourage more people to use the outer belt reserve. Good signs and water will ensure people have a good experience and continue to use/explore the reserve regularly rather than just once. Long Term: I think this kind of infrastructure will be needed with increased usage. The increased usage is and will happen naturally, more people are getting out and enjoying the outdoors. It will also be a great starting point for any further trail development.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

Parking needs to be looked at with consideration of the current growth in park use. A major concern is a meeting area for people that are waiting to explore the park. The current open areas are small and current fences cause pedestrian congestion. Levelling out and opening up the grass area after the toilets would help, also re-thinking the current fencing layout would ease congestion in busy times. Having a busy car park right next to the main meeting point is often a concern. If more parking could be properly developed down the road with a designated drop off area that would help the situation. Water at the top of Makara Peak would be a great addition.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

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Please add here anything relevant to this sector that you think is not covered in the plan.

Actions need to be made to protect the current track infrastructure from the tip. The tip is slowing coming right up to the tracks, this is not going to make a pleasant experience for trail users enjoying the town belt.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Geoff

Henry

Organisation:

Wellington Harrier Athletic Club

On behalf of:

Postal Address:

Suburb:

Miramar,

City:

Miramar, Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
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| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Unfortunately the steep climbs are part of the nature of Wellington. Steps are the only option for older citizens (like me) but maybe we have to accept that where age restricts mobility, it also restricts access! (I would be mortified to find that I had to be evacuated!)

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☒ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Nature needs to be managed ! Cattle can do more good than harm. Can't see that sheep will contribute much (graze the grass too low?) Goats would be useful, but probably too difficult to manage....

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

1 Brooklyn 2 Wright's Hill 3 Chartwell 4 Ohariu Valley Road/McLintock 5 Ohariu Valley/Stebbing

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I support the plan. I would like to note that encouraging wider use in the future will expose under-prepared users to the dangers of exposure to extreme conditions occurring on the tops This could lead to emergency evacuations. Its a cost worth bearing, but the risk should not be overlooked

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Geoff

Nicholls

Organisation:

On behalf of:

Postal Address:

Suburb:

Brooklyn

City:

Wellington

Country:

New Zealand

PostCode:

6021

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

021300365

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
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| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

I think that expanded access for electric pedal-assist mountainbikes needs to be considered in the plan. Currently they are still on a trial basis but numbers are increasing with out visible (to me) impact on trails or conflict with other trail users. They are opening the trail network to a wider range of people and I think that they should be supported with access similar to other mountain bikes.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

As above, the arrival of electric pedal-assist mountainbikes has changed bicycle commuting and mountain biking by taking the sting out of wellington hills.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other

means to maintain the existing character and views

- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

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Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Patrick

Wilkes

Organisation:

On behalf of:

Postal Address:

Suburb:

Ngaio

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

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| | Yes | No | Don't know |
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Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Sorry, I don't have time to review this in detail.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

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| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

jeff

grove

Organisation:

On behalf of:

Postal Address:

Suburb:

Wellington

City:

Wellington

Country:

New Zealand

PostCode:

6023

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|----------------------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

I have been accessing the South Coast from Owhiro Bay to Cave Bay for over 40 years in my 4WD vehicles. Diving and fishing along that coast 3-4 a week means it is a significant food source for my family. It one of the few places I get to truly relax and be at one with nature. I am in my late 50s so 4wd access is essential for me to be able to enjoy the coast and any restriction placed on this will have a detrimental impact on my way of life.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Stephen

Grove

Organisation:

On behalf of:

Postal Address:

Suburb:

Miramar

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☒ No☐ Don't know

If not, why not?

I do not want the council to restrict 4 wheel drive access to the south coast, as it is an important (and one of the only remaining) recreation area for 4WD enthusiasts in Wellington. It is the only way to access the south coast for diving, fishing, and an important aid to many families on low incomes who have to augment their family grocery shopping with fresh seafood due to the recent rental increases in Wellington. This will have a major impact on low income families restricting their ability to source fresh seafood. Do NOT further restrict access to the south coast for private vehicle access.

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

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| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Why/why not?

Restricting access does not encourage people to escape and explore

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Do not plan to restrict vehicular access to the south coast

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline

Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Completing a track from the south coast to Porirua is a great idea but it needs to accomodate vehicular access also

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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| Yes | No | Don't know |
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Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes ☐ No ☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes ☐ No ☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes ☐ No ☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes ☐ No ☐ Don't know

Do you agree with the actions for this sector?

☐ Yes ☐ No ☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ Yes ☐ No ☐ Don't know

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☐ Yes ☐ No ☐ Don't know

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☐ Yes ☐ No ☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes ☐ No ☐ Don't know

Do you agree with the actions for this sector?

☐ Yes ☐ No ☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ Yes ☐ No ☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes ☐ No ☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes ☐ No ☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes ☐ No ☐ Don't know

Do you agree with the actions for this sector?

☐ Yes ☐ No ☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ Yes ☐ No ☐ Don't know

☐ Yes ☐ No ☐ Don't know

| | | | |
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| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

Do NOT further restrict access to the south coast for private vehicle access.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

Do NOT further restrict access to the south coast for private vehicle access.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I do not want the council to restrict 4 wheel drive access to the south coast, as it is an important (and one of the only remaining) recreation area for 4WD enthusiasts in Wellington. It is the only way to access the south coast for diving, fishing, and an important aid to many families on low incomes who have to augment their family grocery shopping with fresh seafood due to the recent rental increases in Wellington. This will have a major impact on low income families restricting their ability to source fresh seafood. Do NOT further restrict access to the south coast for private vehicle access.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Adrian

Last Name: *

Wimmers

Organisation:

On behalf of:

Postal Address:

Suburb:

Johnsonville

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I would like to ensure that the informal connection to the Skyline and Old Coach Road tracks that many people currently enjoy from the southern end of McLintock Street North is formalised over the next year or two as development of the street concludes

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

My family and I enjoy the semi rural nature of the track as at present. Cattle could be further constrained by use of fences and cattle grids, as is the case on the northern end of the Skyline track already.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|----------------------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

I agree that information on the track could be better, and have recently had a visitor staying with us get quite lost on the Mt Kay Kau sector but my view is that most of the increased use and enjoyment benefits could be achieved at a lower cost and without disrupting residents. I would suggest prioritising drinking water and information boards only.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?

| | | |
|----------------------------------|-----------------------|-----------------------|
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Does the draft plan support community partnership in this sector?

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| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I see acquiring land, or access to land, to extend the Skyline track further north is a key priority

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

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| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

The addition of extra defined tracks in recent years has been excellent but the control of gorse, thistles and barberry on this section of the track is currently significantly inadequate, to the point where my children will not walk on sections of the track up to Mt Kau Kau. I would like to see increased priority and funding for pest plant control, or more active planting of natives in high horse growth areas to get it under control along the track edges.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Josh

Patterson

Organisation:

On behalf of:

Postal Address:

 Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

City:

Country:

 New Zealand

PostCode:

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes

☐ No

☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
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| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

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Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Hi - my main concern in this sector are the comments made about restricting 4wd access around Red Rocks. I agree that there are often conflicts between 4wd users and cyclists/walkers/runners/the environment/etc and I agree with restricting access by 4wd on Sundays. I also agree with the proposal to restrict access at other times of the year such as on SOME (BUT NOT ALL) public holidays. I think this would make for a more pleasant experience for those without 4wd and would also help the in maintaining the beautiful natural environment around this stunning coast. I do not agree with completely restricting access for 4wd. This would be a huge

blow for those who sensibly use 4wd vehicles to access the spots further around for fishing and diving and scenery, such as myself and many others. It would also mean that those who are fortunate enough to own a bach or land around that coast would get unhindered access but others would not. This would be unfortunate.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Jacqui

Binnie

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☒ No☐ Don't know

If not, why not?

For me one of the main things that appeals is the ability to walk my dog off the lead in the area of bush between Karori cemetery, Otari-Wilton's bush and the Skyline ridge. There are no signs telling me that dogs need to be on the lead so I have never done it. This plan makes it look like dogs cannot be off the lead except in the useless fenced in exercise areas. There are too many dogs here, some aggressive, and dogs who are nervous around other dogs, but enjoy a good runabout cannot do so in these small exercise areas. Please please allow dogs off the lead but under control in the walking track areas.

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|----------------------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Take out the plan to put in a series of sculptures - what a waste of money. We need to preserve the wild areas, not encourage people to traipse all over them, littering. I agree with better defining pathways, but, keep the rugged aspect, so that only people who love and appreciate the areas will use them. Otherwise they will become devalued and ultimately ruined.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

It is hard to tell as the nature of the tracks, steepness, how well maintained etc. cannot be determined

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

No!! We do not need hundreds of people traipsing around in the green belt! The landscape will become eroded and polluted. The steepness is a good thing that keeps people out and makes people appreciate what is there!

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

No preference

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☒ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|----------------------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

See my earlier comments about dog walking off the lead.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| Yes | No | Don't know |
|-----|----|------------|
|-----|----|------------|

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

| | | |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
|-----------------------|-----------------------|----------------------------------|

Does the draft plan support community partnership in this sector?

| | | |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
|-----------------------|-----------------------|----------------------------------|

Does the draft plan support use of this sector by a wide range of people?

| | | |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
|-----------------------|-----------------------|----------------------------------|

Will the plan ensure the natural environment continues to be protected and improved in this sector?

| | | |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
|-----------------------|-----------------------|----------------------------------|

Do you agree with the actions for this sector?

| | | |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
|-----------------------|-----------------------|----------------------------------|

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Charlie

Hopkins

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

There are plenty of opportunities for access points that are not at the bottom of a hill i.e. Makara Road Saddle, Parkvale Road, Sirsi Tce,

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

☒ Yes

- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Farm animals discharge high volumes and concentrations of effluent that, either directly or by run-off, enters waterways and drives algal blooms. Having farm animals within the reserves is contrary to the vision statement of 'wild green connector' and 'protects and connects nature'. Grassed areas should be revegetated, and could be maintained by community weeding days.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

(most preferred) Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road; Upper Stebbings Valley; Brooklyn wind turbine (least pref).

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

This sector is also of interest to Karori residents and therefore better access through long gully should be negotiated. All motorised vehicles should be strictly banned from all parts of this sector, except for maintenance vehicles.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

1. Grazing animals should be removed from all parts of the Outer Green Belt reserves. 2. 4WD, cross-country vehicles and motorbikes should be banned from all parts of the Outer Green Belt reserves, including events. 3. Don't forget about maintenance of tracks, each spring season the vegetation grows over tracks and it's all well to have grand plans of expansion but if the existing network falls into an unusable state then no value. 4. Makara Peak is not the only place where people want to ride a mountain bike, I actively avoid Makara Peak because of it's character and actively use all other parts of the outer green belt. 5. the south karori sewage area is a great idea.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

ross

denton

Organisation:

resident

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

3.6 and 3.7 fine What is missing is that some people at WCC are not DOING what your own words say you will do. Specifically 4-6-2-2-1 WCC says it will inform. 4-6-2-3- WCC says it will communicate. yet DURING this Consultation process - someone at WCC has let a contract which cuts down bush in Te Ngahere-o-Tawa , creates a track without plans to replant. and It will all be done this month. AND YOU HAD NOT informed/ communicated WITH NEIGHBOURS NOR FRIENDS OF TAWA BUSH BUSH NOR RESIDENTS... now having got that of my chest :) lets move on. By the way i'm happy those trees go -- just unhappy WCC has not consulted. and very unhappy that a track has gone in without definite plans to replant.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of](#)

the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|----------------------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

As a GP I am very aware that many residents cannot ride bikes or climb hills, In Te Ngahere-o-Tawa I have a strong request to use the first flat area adjacent to Kiwi Cresnet to establish a loop track along the flat and beside the glow works beside the stream. While appreciating this doesn't address your access to all of the outer belt This will allow residents close access to an easy gradient loop track.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

You mention the short, steep access at Chasterdon Place in 6-1-1-6. I believe this can be improved at a relatively small cost. Along the section between fences to adjacent houses the first half should be flat (ie safety especially clear vision) and the second part a flight of wooden steps. At the back of houses a bar and signage to stop bikes being ridden down this section, and similar bar and sign at road entrance. Above this area a wide zigzag path up to the water storage.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking

grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Consideration might be given to retaining a few visually adjacent fenced area with animals as a compromise?

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Upper Stebbings valley is crucial .

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables

people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

A) UNIQUE- I would like the future role of Te Ngahere-o-Tawa to be strengthened. REPLANTING - Please concentrate on replanting nectar and berry bearing plants especially those which produce in the September-October time of year when bird feed is in shorter supply. This will best support birdlife and the Dawn Chorus. - Secondly, progressively replanting a large part of this area with high canopy podocarps including Rimu. Totara and Rata could see this old Pinetree - Forest of Tane transformed into a Wellington treasure the equal of Zealandia and Otari- Wilton. Wellington now has very few areas with significant large canopy trees. - ACCESS. - I very strongly argue AGAINST using the flat area adjacent to Kiwi Cres for a carpark. Preferring the establishment of an easy gradient circular track in this flat area, particularly including a walk along the stream area which has glow-worms. - Having walked in this area for many years including prior to its purchase by WCC, I have never seen an issue with parking availability on Kiwi Cres itself. I wonder too that if you are intent on encouraging recreation why would you need to slightly reduce the walking or biking distance anyway? - Putting a playground in this flat area is also a poor usage choice. Regretably the area is very shaded by the hills and will not be inviting to either children playing or mothers standing for large parts of the year. There is also an existing playground in close proximity. Walking tracks on the flat area rather than a playground please. B) THIS DRAFT PLAN OFTEN FAILS TO SUPPORT USE BY A WIDE RANGE OF PEOPLE ie varying abilities. Not all residents can walk up hills. As a Tawa General Practitioner I wish to remind you of the many residents with walking issues both young and old who can access flat areas but never manage the hills. C) ACTIONS - Do not go far enough.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

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Please add here anything relevant to this sector that you think is not covered in the plan.

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| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

no

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

see attached

Attached Documents

| File |
|---------------------------------------|
| wcc green |
| Outer Green Belt Management Plan 2019 |

Further strengthening the role of Te Ngahere-o-Tawa.

REPLANTING

- Please concentrate on replanting nectar and berry bearing plants especially those which produce in the September-October time of year when bird feed is in shorter supply. This will best support birdlife and the Dawn Chorus.
- Secondly, progressively replanting a large part of this area with high canopy podocarps including Rimu. Totara and Rata could see this old Pinetree - Forest of Tane transformed into a Wellington treasure the equal of Zealandia and Otari- Wilton. Wellington now has very few areas with significant large canopy trees.
- ACCESS.
- I very strongly argue AGAINST using the flat area adjacent to Kiwi Cres for a carpark. Preferring the establishment of an easy gradient circular track in this flat area, particularly including a walk along the stream area which has glow-worms. Not all residents can walk up hills. As a Tawa General Practitioner I wish to remind you of the many residents with walking issues both young and old who can access flat areas but never manage the hills.
- Having walked in this area for many years including prior to its purchase by WCC, I have never seen an issue with parking availability on Kiwi Cres itself. I wonder too that if you are intent on encouraging recreation why would you need to slightly reduce the walking or biking distance anyway?
- Putting a playground in this flat area is also a poor usage choice. Regretably the area is very shaded by the hills and will not be inviting to either children playing or mothers standing for large parts of the year. There is also an existing playground in close proximity. Walking tracks on the flat area rather than a playground please.
-

Please click on the link below to view the document

https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11507_4QPFCJ_wcc_green.doc

First Name:

Last Name: *

Samuel

Ziaja

Organisation:

On behalf of:

Postal Address:

Suburb:

Grenada Village

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

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| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

The outer green belts are a great way to unwind while still feeling apart of the city

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
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What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

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| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
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Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

1) Ohariu Valley Road or Upper Stebbings Valley 2) Chartwell Bush/woolshed 3) 268 Ohariu Valley Road or McLintock Street 4) Brooklyn wind turbine 5) Wrights Hill

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes
☐ No
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Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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Please add here anything relevant to this sector that you think is not covered in the plan.

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Please add here anything relevant to this sector that you think is not covered in the plan.

Extending access to this area is a great proposal

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

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Toilets for crofton downs entrance is a must

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Brent

Johnston

Organisation:

On behalf of:

Postal Address:

Suburb:

Lyll Bay

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

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Why/why not?

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Is there anything missing that would help?

Open access to more areas for responsible 4wd community members to allow and facilitate access to these special places. Implement easier access to permits for such activities. Online access to these forms and permits would be a great start.

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Pros

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Please add here anything relevant to this sector that you think is not covered in the plan.

Many of the areas in the draft plan are great, and I fully support the plan to conserve and protect the area and especially the conservation of it's unique flora and fauna, I actively participate in planting and beach cleanups in Te Kopahou area, however I am highly concerned over the apparent disregard and thought about current use of the Red Rocks area by locals. Many assumptions have

been made around it's use and those assumptions appear to be very misguided and inaccurate. The draft plan for restricting access to pedestrian or non-motorised access will significantly restrict the availability, enjoyment and ability for members of the immediate community and beyond who regularly use this area. I regularly frequent Red Rocks with my young family via 4wd and enjoy it's ruggedness and remoteness while still being within a stones throw of the city. Without the ability to drive to and within this area I would not be able to otherwise access this area due to the age of my children and the remoteness. Currently I can drive to a great fishing / diving / safe beach spot within 30mins of the sealed road ending and enjoy nature. Should vehicular access be further restricted this would then take me approx. 2.5 hours walk to get to the same spot. I also regularly frequent the area at night to go surf casting off one of the few beaches left on the south coast which allows fishing. Fishing at night is the best time to do this along with the fact my children are asleep which allows me some time to relax and enjoy the quiet and serenity of the area while optimising my time. Having to walk 2.5 hours to do this at night would make the exercise completely impractical and dangerous. During public holidays we regularly frequent the beaches swimming amongst the rocks, exploring the beaches, tidal rock pools and camping when the weather permits teaching our young family about the unique flora and fauna of the area and pointing out where I have assisted in planting and revegetation of several areas of the coastline. Several of my friends also frequent this area and would otherwise not be able to enjoy this part of NZ due to disability. Restricting access to permitted vehicles or hiking / cycling would effectively remove the ability for them to access and limiting the area to those fit enough to enjoy or out of town tourists who can afford to pay for likely permitted tour companies. Is it right to remove the current easy access that locals currently have to access this special coast line in favour of out of town tourist , and members of the public who do not have the time constraints / demands of a young family or do not have the restrictions of disability?. I think not. One of the comments on the current plan was the use in-appropriate vehicles on this coastal road or use of the road during the evening for nefarious activity. Yes this occurs very infrequently and happens not just round Red Rocks but everywhere where it is secluded. Do we close of all quiet country roads at night to prevent cars or nefarious people from doing bad things at night or do we just accept that there are bad people out there and we as a community need to report and police these areas where and when possible. The technology exists to document and record the comings and goings of all users of Red Rocks. Simple solutions such as large judder bars would prevent cars accessing the beaches or higher tech solutions such as cameras could easily record all movements in the area. An electronic gate which allows users to exit at night can easily be defeated by someone with enough motivation and would be a waste of time. Perhaps having the area manned could provide an employment opportunity for a local and they could also charge the current hordes of freedom campers charging them perhaps the DOC rate of \$8 per night to stay and use the facilities. While doing this they could also police access to the area. During the summer months this would more than cover the costs and also dissuade those who poach and ruin it for others from offending. Another comment was the mention of the challenges of maintaining this road due to climate change. Many of the issues related to said maintenance and challenges of this road appear to be due the reformation of this road close to the edge of the coast by previous councils, again this could be easily rectified if the will was there from the council to do so. A few weeks work by qualified personal could rectify many of the problem areas.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

(Sidney) Roger

Youmans

Organisation:

NA

On behalf of:

Postal Address:

Suburb:

Kilbirnie

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

I was born in Hataitai in 1927, lived there until I was married at age 23, built a home in Plimmerton and worked in Wellington. Raised five children only two still in Wellington. Moved to Nelson in 2000, came back to Wellington 3 years ago. I think the Town Belt as we always called it, just marvelous. As a boy the family often went walking there. So many cities today are just a mass of buildings, to our detriment we are becoming further and further away from nature. Yet we are very much creatures of nature. My hope is that the WCC never gives way to pressure to desecrate this vital natural place of nature to housing or commerce.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Plant more Native trees.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other

means to maintain the existing character and views

- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

Thought should be given to the fire risk, particularly in areas of long grass.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

Yes No Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Henry

Last Name: *

Hardy

Organisation:

On behalf of:

Postal Address:

Suburb:

Aro Valley

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☒ No☐ Don't know

If not, why not?

It does not place enough emphasis on the importance of increasing habitat for birds.

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|----------------------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|----------------------------------|----------------------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

I feel more should be done to safeguard natural habitat and prevent habitat loss

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

I am not sure how best to manage this, but better access for people in wheelchairs/with prams or who cannot walk up such an incline is important.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

John

Parfitt

Organisation:

N/A

On behalf of:

Postal Address:

Suburb:

Churton Park

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

021 0340400

Mobile:

021 0340400

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Sector 7 (Te Kopahou) While generally supportive of the initiatives proposed in the plan for Sector 7 (Te Kopahou) I am not at all supportive to the proposal under the section 'Coastal Road' under '6.7.1.5 Recreation and Access - issues and opportunities' to exclude motorised access to the Coastal Road on Public Holidays. I am ok with the suggestion that there may be a gate installed to limit night time access to the road, provided that the 'shut off' time for access is set late enough to reasonably give (say) a worker in the city time to travel home using public transport, gather the family together and then drive to the Coast Road in order to have an evening picnic somewhere around the coast. I am however totally opposed to the suggestion that motorised access be excluded on public holidays. Current ability to access: I am occasional user of the road around the south coast beyond the Owhero Bay quarry however as I work full time in the city the only opportunities I have to access this road are on Saturdays and on Public Holidays. As I am a user of the whole coastal road beyond Sinclair Head (Devils gate) all the way to the end of the road (for practical purposes what is known as Cave Bay) I am further restricted in my access by considerations surrounding the weather, sea conditions and the ocean tides. For example in the period 30/03/2019 to 18/05/2015 there are currently only 4 Saturdays that the tides are suitable or can be worked around, for what I would consider to be a safe transit of the beaches between Sinclair Head and Cave Bay, remembering that a return journey is also necessary later in the day. (Based on Niwa tide forecaster for Karori Rock) While there will be other users who either do not proceed past Sinclair Head or are not as conscious of the effects of tides etc. these are the factors I consider prior to accessing the South coast and this means there is currently a very limited number of days I would potentially be able to complete a trip around the Coastal Road and to further restrict access by closing the road on public holidays is to me a totally unacceptable proposal. Nowhere else to go: I am fortunate that as a member of a 4WD club I am able to access other lands both private and public that the average member of the public does not have access to however, if I did not have that association then the Coast Road is probably the only place within the immediate Wellington region that the average 4wd owner can safely and legally access. There is simply no other place for us to go. Perhaps the provision of a dedicated 4wd area within the Outer Green Belt could be considered by the council. Perhaps utilise the current landfill once landfill activities cease. Disadvantaged. Following on from the section above, other forms of recreation are already well catered for. Walkers have unlimited access to all the tracks within the Wellington City (and in deed Greater Wellington Regional Council) parks and reserves including the Outer Green Belt and this proposed plan further encourages their use of these tracks both current and proposed. Mountain bikers are in the same position as walkers in that they have access to most (if not all) of the existing track network but in addition they have a dedicated set of mountain bike tracks as well as the 'Makara Peak' Mountain bike park. They also seem to be able to create their own 'tracks' in various council controlled areas. Preferential Treatment: Both these groups, which already have a huge amount of unlimited access to a wide range of tracks etc. in the Outer Green Belt and other parks and reserves, additionally receive 'special' treatment by having exclusive use of the Coastal Road on Sundays when motorised access is not permitted. From my perspective it appears that WCC does not consider motorised recreation as a valid form of recreation and is actively trying to discourage this form of recreation by placing further restrictions in one's ability to participate and by actively favouring the likes of Walkers and Mountain bikers at the expense of Motorised recreation. Conflict: It is stated in the proposal that one of the considerations is the perceived conflict between vehicles and motorbikes and other users of the Coastal Road (Walkers, mountain bikers etc). In general it is the stretch of road between the quarry and Sinclair head that there is any potential

'conflict' between these two groups. There will always be 'idiots' out there and there is nothing anyone can do to stop them (drive on any public road and you will encounter them) however they represent a minuscule proportion of motorised users of the coastal road and the majority of users are responsible and respectful of other users of the road. One of the issues is that other users are obliged to also use what is a 'public road' in order to get as far as Sinclair Head and many do not seem to realise that they are in fact walking or biking on a 'road' and that motorised transport also has the right to transit on that road. While most of the walkers/bikers will make way for vehicles etc there are a small number of walkers (in particular) that seem to resent the presence of vehicles with the odd one or two deliberately trying to impede the vehicles progress, something I have personally witnessed in the recent past. These people forget that if they do not wish to share the 'road' with vehicles then they have exclusive use of the road on Sundays when no motorised access is permitted. I also suspect that this particular group will be very vocal supporters of further restrictions on motorised access which is a further reason for me, as part of the 'silent majority', to complete this submission as too often it is the vocal minority that seem to gain a prominence greater than that which they (by numbers) reasonably deserve. Aging population. It is well recognised that the population of New Zealand and indeed most of the western world is aging and as it does people are less and less able to access areas such as Sinclair Head by means other than by using motorised transport. To deny access to these areas to an increasing percentage of the population in order to satisfy the 'demands' of a few (who later in life may be glad of transport to these destinations by vehicle) to me seems to go against the policy of making such places as the Coastal Road accessible to an increasing proportion of the population as is one of the stated aims of this policy revision. To reduce the days available for vehicular access reduces the opportunities for these persons to enjoy the natural beauty of the Wellington South Coast. Conclusion. I am supportive of the majority of proposals made in the proposed Outer Green Belt Management Plan however I am totally opposed to the suggestion that vehicular access to the Coastal Road around the Wellington South coast on public holidays.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Gary

Denton

Organisation:

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☒ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|----------------------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|----------------------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☒ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☒ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I don't support the proposed and unnecessary car park for Te Ngahere-o-Tawa. In my opinion it would be better to develop this part of the bush with an easy gradient circular walkway allowing less physically able residents to access at least a small area of the bush. This would also allow walking

access to the area of glowworms.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

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| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Karl

Last Name: *

Buck

Organisation:

On behalf of:

Postal Address:

Suburb:

Lyll Bay

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☐ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|----------------------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|----------------------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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Please add here anything relevant to this sector that you think is not covered in the plan.

Access to the coastal rd should remain for the general public

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Caryl

Fantham

Organisation:

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

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| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

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- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Some areas if walking only and not biking steepers and rails may help. But we need to ensure bike access is available somehow.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

☐ Yes

- ☐ No
- ☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

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| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Brooklyn, McLintock St, Ohariu Valley, CHartwell, Wrights Hill

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

As a resident here that is badly affected by the pine trees, i would really love to see STage 3

removal of these trees be added to the Stage 1 or 2 removal (the section of stage 3 trees that is in a direct line with the stage 1 removal). This would make a massive difference to many residents in the Peterhouse/Duval Grove area. Stage 1 will make a difference to Duval Grove residents only. As a positive, I am pleased to see that it is in a plan and removal of these trees is planned and native revegetation is proposed. We get no sun in winter now and this would make a significant difference for us. I would also like to note that the Wellington Lizard is a resident in this area and according to DOC is the only breeding ground for these guys, so I think its fantastic that the area will be revegetated with native trees for these special guys we have had the chance to meet 4 of them in the wild in the bush out the back,

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?

| | | |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?

| Yes | No | Don't know |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?

| Yes | No | Don't know |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

| Yes | No | Don't know |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

As per my comments re a request to reprioritise some of the tree removal from stage 3 to stage 1 in the Sector 1 Redwood forest plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Rachel

Last Name: *

Harris

Organisation:

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

If required, I would like to present my submission in person at a hearing.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

My property at 27 Duval Grove is on the lower hillside of the forest at Te Ngahere-o-Tawa. The pine trees at the top of the ridge is like a 30 story building. At this time of the season we have no issues with over shadowing to my property but in the next month or so my house will be over shadowed by these trees until about September. This is a 5 month period where my house gets no direct sunlight due to the trees at the top of the hill. The trees have been strategically planted so that it take all the sunlight. We only get direct sunlight on my house in the morning until about 10 am. We have lived here since December 2006. Without me realising that this was affecting our health. In that my son who was born on 14 May 2015 was diagnosed with jaundice, a lack of vitamin D. We had to stay in the hospital for 1 week to treat my vitamin D deficient child. We only brought this house because we were aware of the mature pine trees and that they would be harvested within 5 years. To this day it has not happend and the trees keep getting higher. This will impact on the sale of our property and potentially a loss in value. I ask myself as to whom would be responsible for our deteriorating homes and health in this respect. And to maximise the sale of our home, we are waiting for the trees to be topped or cut down altogether. I am sure I am not the only resident in this area whom have bad anxiety over the trees on the north and west side of the ridge top. I therefore agree with the proposal to progressively remove the pine trees on the ridge in stages a significant proportion of the plantation trees (see Management Sector 1 maps) and revegetate the sites with native plants.

REFERENCE - 6.1.1.4 Forest plantations - Spicer Forest / Te Ngahere-o-Tawa There is one particular tree that I worry about because it is high up in the hill and may potentially hit my house if it fell. William Melville, Arboriculture Team Manager from WCC has agreed to top or remove this tree

in April 2019 but this does not resolve the issue of the trees behind it. I can see that without the pine trees, my house would have all year round direct sunlight. I believe in some cases, the court have favoured residents in this respect because these trees have taken away the lifestyle and enjoyment that we should have on my property. I neither have the finance or time to take to court and I don't really want to go down that path. Please consider my submission and take away the anxiety.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

In talking with many residents, we feel that the WCC made a huge mistake in letting pine trees be planted on the ridges knowing how it may affect direct residents. Or that building consents should not have been approved in areas where houses would be over shadowed for 5 months of the year. As a tax payer, I feel that WCC does not really care for the residents whom they are funded by.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☒ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I personally don't do any of the tracks but do support outdoor activities as long as the noise does not impact on direct residents next door.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or

McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Paul

Last Name: *

Josling

Organisation:

On behalf of:

Postal Address:

Suburb:

City:

Carterton

Country:

New Zealand

PostCode:

5713

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

0276661102

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☒ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|----------------------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|----------------------------------|----------------------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Why/why not?

Blocking or reducing 4wd access to coastal areas is going to make opportunities to escape or explore harder to achieve

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Just fine how it is. I managed for ovr 40 years

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

☐ Yes

- ☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

The area has always been grazing land, albeit marginal. People scared of moo cows shouldn't be in the area

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☒ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

The coastal area is used by a wide range of people, not just walkers and cyclists. Whilst there are problems that need to be addressed 4wd access needs to be maintained for bach owners,

fishermen, divers and other recreational users.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I have made submissions on the south coast road right from the 70s when Sunday access was lost, through the Healing the South Coast process and beyond. I have spent most of my leisure time on the south coast for over 50 years and have owned a bach here most of that time. Some action needs to be taken with vandalism and poaching, but denying access by to a significant section of the community by further road closure is not an option. Maybe council should be lobbying central government to do something about the blatant large scale poaching of paua that MPI seem unwilling or unable to police.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Karen

Tate

Organisation:

Karori Resident

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☒ No☐ Don't know

If not, why not?

The proposed bicycle track for Johnston Hill is in direct conflict of the stated objectives. This is the only area I wish to address within the plan and subsequently haven't responded to all the questions.

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|----------------------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I am a daily hiker/jogger through this Sector being one of the few areas left in this area that is available for this type of leisure activity. The peacefulness and untouched nature of the area has been fundamental to helping me recover from a serious illness and build back up my fitness not to mention a place of meditation and recovery. It is frequently used, by young families and individuals walking their pets and the elderly. Yes rogue bikers are biking on these tracks and this needs to be stopped versus approved. I have nearly been taken out several times by inconsiderate bikers and the track during wet periods is seriously churned up. You have already expanded the track across the summit and turned it into something that would support a 4WD, for what purpose I ask? The pine forests are exceptional running tracks at the moment and the ONLY place in Wellington for forest running, bikers will churn them up and make them only useful for biking. I have to ask the question, why the need for more biking tracks in Karori? Bikers now have the entire Makara Peak area along with tracks in Karori Park - I simply don't understand the need to turn a popular walking area that is used by many more people than the population of cyclists given this is our last bastion of sanctuary in the area?

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Sector 4 cattle are well managed and cause no issues.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☒ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

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| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

The proposal to turn Johnston Hill into bike runs is atrocious and fundamentally against all that is environmental and condusive to wellbeing of all other public outside of the biking community. This area must remain protected.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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17. [Sector 7 \(Te Kopahou\)](#) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Rebecca

White

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

More tracks that are designed for horse riders, particularly in the areas that connect to Ohariu Valley

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Please make loop tracks starting and finishing in Ohariu Valley available for horse riders.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No

☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I support letting the bush grow back and mowing / weed-eating tracks to keep them open for walkers / cyclists / horse riders. Spots where the views can be seen can be cut in the bush once the trees get high enough to block the view. This would also make the tracks less exposed and therefore more accessible on windy days.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

New entrances are required to areas that are suitable for horse riding. Horse riders need parking space that is large enough for a vehicle and horse float and preferably somewhere off the tarmac to tie horses up.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Please make horse riding tracks available along Ohariu Ridge and over the Broken Hill road area through to Colonial Knob. Horse riding, walking and biking are compatible activities in this area.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

It would be great if there was a track suitable for horse riding that linked Old Coach Road to Mt Kaukau and beyond.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Please make tracks available for horse riders in the areas that connect to Ohariu Valley.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Peter

Griffen

Organisation:

On behalf of:

Postal Address:

Suburb:

Wilton

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

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What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

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Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

It could be very difficult to maintain open ridges along the skyline with no grazing. At present cattle appear to be the predominant stock along the skyline walkway and they do cause major damage to tracks and vegetation. Perhaps sheep could be utilized to maintain open ridgelines.

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Brooklyn turbine, McLintock St, Upper Stebbings Valley, Chartwell Bush, Wrights Hill

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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| | Yes | No | Don't know |
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| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

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| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Great idea to install toilets and water supply on Mt Kaukau and at Makara Peak. Excellent move to formally sanction the unofficial DH mountain bike tracks in the pine forest north of Johnstons Hill.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Kurtis

Papple

Organisation:

On behalf of:

Postal Address:

Suburb:

Wellington

City:

Wellington

Country:

New Zealand

PostCode:

6011

eMail: *

Preferred method of contact

☐ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☒ No☐ Don't know

If not, why not?

It does, but I think it would be better to replace 'It visibly defines the edge of the city' with something more related to Capital Kiwi, Predator Free Wellington, Carbon Sink, Climate change fighting etc < This is big, the OGB is Wellington's big weapon in this fight and highlighting that would make it feel more important than 'just another place to go for a walk'

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

It will, but I'm not sure what the benefit of 'Visibly defining the edge of the city' is? Should we not be labeling and asking questions about arguably far more important topics such as climate change and avoiding more extinction of native species (plant and animal)? I.e. Visions would include: Absorbs as much carbon possible to help fight climate change Creates a safe environment for native species to thrive in

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

More advertising; we advertise a bunch of rubbish but something as important as this is never seen in the city. Why not put advertising in Adshell signs by bus stops, or on one of the massive billboards instead of a TipTop icecream? Wellington doesn't need to eat more icecream, it needs to become aware of what differences it can easily make. It is so easy to compost, recycle *properly*, plant trees, pull weeds, do backyard trapping, and easier still to donate to those doing that work....if

only people were aware. The Advertising would pay off for the city because the better we make the city, the more tourism and competition will come. Imagine if https://www.pfw.org.nz/site/assets/files/1048/capital_kiwi.pdf was a success? So much better than ice cream. Put that on a billboard, please!

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Adding accessibility where needed is important, ie northern half where it is less developed. But part of what makes it good is that it is wild. The more tracks the less wild.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

As above I dont like the idea of adding too many paths as this removes native bush and accessibility for native animals. Perhaps going 3D in the form of tunneling/elevator like Whanganui Durie Hill elevator would work in key location(s)? <https://www.visitwhanganui.nz/durie-hill-underground-elevator/>

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Get those damn cows out of here! If the vegetation grows then GOOD! More carbon sink, more land for native animals. We can see cows and farm animals over 90% of New Zealand. Give this land back to endemic species! I will put in a lot of time to planting natives and weeding around there, so would many others. Why not purposely plant a lot of low-growing native trees/bush/grass there?

How about a massive native grass hillside to replace the farmland grass?

<http://www.pukeraunursery.co.nz/category/native-grasses/> that would look incredible

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Cancel one of them (or half budget for two of them) and use \$250,000 on advertising Predator Free Wellington, Capital Kiwi, Volunteer Groups, and the 'Story of New Zealand'. I mean if you put the deforestation map on a billboard with 'Help Me' and a link to Wellington City Council conservation page, that would hit the whole of Wellington right in the feels - a MUCH better use of *some* of the money <https://teara.govt.nz/en/interactive/11674/deforestation-of-new-zealand> < Look at the and tell

me it doesn't hurt! I think Brooklyn and Northern entrances are most important since there are any existing in the area so; Brooklyn wind turbine 268 Ohariu Valley Road or McLintock Street Ohariu Valley Road or Upper Stebbings Valley Wrights Hill Chartwell Bush/woolshed

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I am not as familiar with northern areas so wont comment

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

not familiar enough and running out of time to complete survey. All I can say on this is closing the big gaps is really important and I support anything that contributes to that

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

as above

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

as above

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

as above

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Highlight: Predator Free Wellington + Capital Kiwi Carbon Sink increase to help fight Climate Change The Story of New Zealand <https://teara.govt.nz/en/interactive/11674/deforestation-of-new-zealand> I can see mountains of work went into this and I am very grateful for everyone who has and will work on it! :)

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Marilyn

Odinot

Organisation:

On behalf of:

Postal Address:

Suburb:

Khandallah

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

I think the OGB entrance point at Simla Crescent needs to be further developed by; 1.Enlarging the car park. It could be extended beyond the small low fence and would then allow significantly more cars to park safely further back from the road. The road at the point where the cars currently park (space for 5 cars only) has very poor visibility, it's on a fairly sharp corner and traffic speeds along that section. On the weekend there are many cars parked on Simla itself leading to narrowing to 1 lane only & many near misses. 2.There should also be an extension of the yellow 'No Parking' lines further up Simla from that entrance as cars often park right on that terrible corner. 3.The area should also be asphalted & have a rubbish bin for dog rubbish. 4. With a small bit of re-levelling the track should drain into the creek, right at the point where it currently finishes at the low fence previously mentioned. In winter is it always a quagmire so people getting into their cars with their dogs finish with really muddy feet & boots. It would be easily/inexpensively remedied.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

I have been using the Simla to Mt Kaukau track for nearly 30 years & my impression is that this particular section is gaining hugely in popularity, by tourists off the visiting cruise vessels & parents carrying young children. It concerns me that the track maintenance shedule is not good enough. 1. The track gets really overgrown between maintenance ie gorse and blackberry on the sides along the middle section of the track. 2. In winter this particular track is really treacherous. This is because the rain-water channels are ineffective so water washes dirt & stones down the track to fill up the built steps. These steps are then 'over-filled' & slope downhill, leading to your feet sliding down to the wooden edges which are really slippery when wet. Leading to many people falling. I know a number of the older walkers stop going up the hill in winter because of the risk of falling.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I have always loved coming across the cattle at the top of Mt Kaukau. It is a huge part of the attraction for a lot of people with children. I have never once been troubled by them as we walked the skyline track. There is a section close to the track leading down to Awarua st that the cattle always rest on the track as it is so sheltered. It gets a bit muddy in winter there but it's relatively flat so easy enough to navigate. Maybe run the track around that section to avoid it.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Does the draft plan support community partnership in this sector?

☒ Yes ☐ No ☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes ☐ No ☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ Yes ☐ No ☐ Don't know

Do you agree with the actions for this sector?

☒ Yes ☐ No ☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ Yes ☐ No ☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes ☐ No ☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes ☐ No ☒ Don't know

Do you agree with the actions for this sector?

☐ Yes ☐ No ☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ Yes ☐ No ☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes ☐ No ☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes ☐ No ☒ Don't know

Do you agree with the actions for this sector?

☐ Yes ☐ No ☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ Yes ☐ No ☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes ☐ No ☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes ☐ No ☒ Don't know

Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

17. [Sector 7 \(Te Kopahou\)](#) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I am pleased to see the amount of thought given to this plan. 1. There is no mention of rabbits- there are certainly some at the Mt Kaukau summit & my guess is they do some damage to the plants there. 2. Car parking at all entrances should be on asphalted areas, with consideration given to Simla crescent track entrance which is used almost daily by the pre-school children who walk that track for morning tea. It is a very dangerous corner for those little ones to get across to the track. I would LOVE to see speed humps either side of that entrance to the track.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Jessica

Taylor

Organisation:

Horse Riding

On behalf of:

Postal Address:

Suburb:

Khandallah

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Why/why not? | | | |

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Access to be available for horse riders as well as walkers and bikers. Connecting and linking access to adjoining tracks from one side of Ohariu valley track to Old Coach or Spicers.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

☐ Yes

- ☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I think we should be able to share this area with cattle etc Probably some education needed that you don't approach cattle especially during birthing season and when their babies are still little.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Yes I support 100%

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Steven

Skells

Organisation:

homeowner

On behalf of:

Postal Address:

Suburb:

Miramar

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☒ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|----------------------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|----------------------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Regarding the entrance gate to Red Rocks-Pariwhero. A camera should be installed to monitor the traffic that uses the road. Poaching has been an issue around the south coast for a very long time.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

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| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Closing the gates to the south coast to all vehicle traffic would negatively effect the way my family enjoys the benefits of living in Wellington. Opening the gate during the day to vehicle traffic prevents people that work during the day from enjoying that aspect of Wellington in the evening when you propose to lock the gate.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Open access to more areas for responsible 4wd community members to allow and facilitate access to these special places. Implement easier access to permits for such activities. Online access to these forms and permits would be a great start.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

It is important that we keep food sources close to the end user to limit the transportation costs. If the plan is to phase out grazing animals then the area must then be planted out with natives to regenerate the land to a pre-european state.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☒ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Yes No Don't know

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Yes No Don't know

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Yes No Don't know

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☒ ☐

Does the draft plan support use of this sector by a wide range of people?



Will the plan ensure the natural environment continues to be protected and improved in this sector?



Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

Many of the areas in the draft plan are great, and I fully support the plan to conserve and protect the area and especially the conservation of it's unique flora and fauna, however I am highly concerned over the apparent disregard and thought about current use of the Red Rocks area by locals. Many assumptions have been made around it's use and those assumptions appear to be very misguided and inaccurate. The draft plan for restricting access to pedestrian or non-motorised access will significantly restrict the availability, enjoyment and ability for members of the immediate community and beyond who regularly use this area. I regularly frequent Red Rocks with my young family via 4wd and enjoy it's ruggedness and remoteness while still being within a stones throw of the city. Without the ability to drive to and within this area I would not be able to otherwise access this area due to the age of my children and the remoteness. Currently I can drive to a great fishing / diving / safe beach spot within 30mins of the sealed road ending and enjoy nature. Should vehicular access be further restricted this would then take me approx. 2.5 hours walk to get to the same spot. I also regularly frequent the area at night to go surf casting off one of the few beaches left on the south coast which allows fishing. Fishing at night is the best time to do this along with the fact my children are asleep which allows me some time to relax and enjoy the quiet and serenity of the area while optimising my time. Having to walk 2.5 hours to do this at night would make the exercise completely impractical and dangerous. During public holidays we regularly frequent the beaches swimming amongst the rocks, exploring the beaches, tidal rock pools and camping when the weather permits teaching our young family about the unique flora and fauna of the area. Several of my friends also frequent this area and would otherwise not be able to enjoy this part of NZ due to disability. Restricting access to permitted vehicles or hiking / cycling would effectively remove the ability for them to access and limiting the area to those fit enough to enjoy or out of town tourists who can afford to pay for likely permitted tour companies. Is it right to remove the current easy access that locals currently have to access this special coast line in favour of out of town tourist , and members of the public who do not have the time constraints / demands of a young family or do not have the restrictions of disability? I think not. One of the comments on the current plan was the use in-appropriate vehicles on this coastal road or use of the road during the evening for nefarious activity. Yes, this occurs very infrequently and happens not just round Red Rocks but everywhere where it is secluded. Do we close of all quiet country roads at night to prevent cars or nefarious people from doing bad things at night or do we just accept that there are bad people out there and we as a community need to report and police these areas where and when possible. The technology exists in the form of cameras with appropriate software to document and record the comings and goings of all users of Red Rocks. Simple solutions such as large judder bars would prevent cars accessing the beaches or higher tech solutions such as cameras could easily record all movements in the area. An electronic gate which allows users to exit at night can easily be defeated by someone with enough motivation and would be a waste of time. Perhaps having the area manned could provide an employment opportunity for a local and they could also charge the current hoards of freedom campers charging them perhaps the DOC rate of \$8 per night to stay and use the facilities. While doing this they could also police access to the area. During the summer months this would more than cover the costs and also dissuade those who poach and ruin it for others from offending. Another comment was the mention of the challenges of maintaining this road due to climate change. Many of the issues related to said maintenance and challenges of this road appear to be due the reformation of this road close to the edge of the coast by previous councils, again this could be easily rectified if the will was there from the council to do so. A few weeks work by qualified personal could rectify many of the problem areas.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Toby

Patrick

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Northland

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

I like the concept of a connected outer green belt from end to end, and also the emphasis on developing the entrance points between the city and the green belt. A longer term goal might be to further develop the connections between the green belt and the rural land to the west and south, eg with more entrance points to Ohariu and Makara. This would enable a range of longer walks, rides and looptracks

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No

☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Wider zigzag paths up to the ridgeline are an obvious way to aid accessibility, and I support these being put in in most cases. They do have a visual impact and cause some disruption to fauna, but are beneficial if done sensitively

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Yes, to the phasing out of grazing animals. I am happy for farm activities and stock to still be in the mix on the outer green belt, but consider the conservation values of the area a higher priority overall

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

I think they will all serve different communities, and are of equal value and hard to prioritise. But the Brooklyn turbine entrance will probably have the most benefits to the community overall I think, so maybe should happen first

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from

the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Overall I am in support of the Outer Green Belt Management Plan. I agree that these areas are of great value to the residents of Wellington city, and have intrinsic natural and cultural values worth preserving. I also support more investment being made to make this area more accessible to the public

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Helen

Last Name: *

Sharples

Organisation:

n/a

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

n/a

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☒ Don't know

If not, why not?

The words sound pretty, but I am not sure that they actually mean anything. Outer Green Belt emphasis and priority should be on protecting and connecting nature. If 'inviting people to escape and explore' is not compatible with that protection, then people need to accept limitations on access, or certain types of access (e.g. mountain bike trails) for the sake of protection.

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|----------------------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|----------------------------------|----------------------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

I am not convinced that expanding mountain biking trails and access is compatible with protecting and connecting nature. The erosion the legal trails and accompanying illegal additional trails that bikers create damages both pristine habitat and existing dual use walking tracks. These areas need protection, not further traffic.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to [Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

While access to track network is important, it is not necessary that there is mountain bike access at all points. As has been experienced at Karori park, dual use biking/walking tracks can result in walkers and dog walkers feeling unsafe and effectively being denied access to the outer green belt along these tracks.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

In our sector (4) have frequent instances of stock wandering out of fenced areas and onto trails. This creates a hazard for walkers, bikers, and dogs.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☒ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from

the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I am strongly opposed to the proposal to consider developing three grade 5 downhill mountain biking tracks in the pine plantation above Karori Cemetery. There are already issues with bikers creating illegal trails and this will only give them easier access and effectively legitimise what they have been doing illegally. These trails also damage the regenerating ecosystem in this area, erode existing paths. Finally, the bikers present a hazard to walkers and dog walkers. Mountain Bikers already have access to Makara Peak, Karori Park and Wright's Hill - is it too much to ask that one hill area surrounding Karori should be kept largely free of bikers so that walkers can enjoy the Otari/Wilton/Chartwell regenerating area in peace?

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I am concerned that the mountain bike park development has reduced amenity value for non bikers.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Please be mindful that dual use bike/walking tracks are not particularly successful. They create hazards and tension for walkers and reduce their amenity value and enjoyment. They also provide avenues into green belt areas along which illegal bike trails can be and are being created. This can contribute to erosion and topsoil loss, and damage regenerating areas. If the council continues to encourage dual use tracks and further erosion of the walking-only track network it will be a matter of when-not if- there is a serious accident caused by collision between a biker and a walker or dog walker. The Johnston Hill Reserve is covered in remnant and secondary native forest, which is contiguous with the forest of Otari/Wilton and is part of the Western Wellington Forests Key Native Ecosystem. Council's top priority should be to protect and restore native forest and this does not align at all with plans to open up parts of adjacent pine forest above Karori Cemetery to five new grade 5 mountain bike trails.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Warren

Meech

Organisation:

On behalf of:

Postal Address:

Suburb:

Pukerua Bay

City:

Country:

New Zealand

PostCode:

5026

eMail: *

Preferred method of contact

☐ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☒ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|----------------------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Access to the Western Green belt, Eastern Green belt and Eastern suburbs would be significantly enhanced by an aerial tramway. This could include the following stations in it's path: Karori, Northland hilltops, Railway Station, City Te Aro area, Eastern Green belt, Kilbernie, Air Port, Miramar. The advantages of such a system are: - Encourage use of the Green belt areas. - Alleviate commuter access to/from Karoria and the Eastern Suburbs (Cheaper than a tunnel) - Provide a airport access for train users (Region wide benefit). - Encourage cruise ship passengers to travel further (en-rich passengers Wellington experience will also en-rich Wellington merchants) . Other factors: - Relatively low cost (Cheaper then a tunnel). - Provides access without having to cater for a vehicular passageway. - Low environmental impact. - If designed carefully I believe it can have a low visual impact as well. - Can be implemented relatively quickly. And can be removed if a better solution is found.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☒ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☒ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☒ ☐

Do you agree with the actions for this sector?

☐ ☒ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

I argue against conversion of the flat area adjacent to Kiwi Cres for a car park. This seems to be unnecessary as there is already ample un-used car parking in the street. Also converting this area to a car park brings to mind the words of song 'Big Yellow Taxi' with stanza... Don't it always seem to go That you don't know what you've got Til its gone They paved paradise And put up a parking lot Hey, now they paved paradise To put up a parking lot Why not? Instead I recommend planting high canope Podocarps like Rimu, Totara and Rata. The area could be developed to include an easy gradient circular walk suitable for the less mobile members of our community. The far end becomes steeper and could be developed for the fitter members of our community. Mountain bikers are currently a hazard in this area as they come downhill very fast. They need to be encouraged to take their sport to a separate area. This is largely a shaded area so may be unsuitably cool for a children's playground.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Yes No Don't know

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

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Yes No Don't know

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Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Kelly

Last Name: *

Wallace

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Melrose

City:

Wellington

Country:

New Zealand

PostCode:

6023

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

na

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☒ Don't know

If not, why not?

I do in principle, but its current wording does not imply the protection of the belt for all Wellingtonians. The area proposed is vast, with many varying types of experience, environment, topography and possible use. The outer green belt offers something for everyone. Its a place for everyone. It has place and space for EVERYONE. I will expand on the rationale behind this nuance below.

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|----------------------------------|----------------------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Why/why not?

I understand the sentiment in the invitation to people to explore and escape- however the introduction of new prohibition rules in section 5.3.2 of the Draft OGBMP are exclusionary to a group wellingtonian's who use the recreational area of red rocks. This exclusion is in direct contradiction to the statement 'invites people to escape and explore'. By prohibiting trail bike riders from using this area and preventing them from casual access to other areas of public land- it would be more accurate to say 'invites certain groups of people to escape and explore'.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|----------------------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I would agree with these statements if they were applied universally and equally to all types of recreational users- and not just those that have been classified as permitted in section 5.3.1 of the OGBMP. As noted, I object to the the exclusionary new rules prohibiting trail bike riders from using ANY of our public land. Prevent all access to public land for these users does not offer equality and diversity of access to the Outer Green Belt areas. It is also worth noting that Red rocks is currently the ONLY place in Wellington city that trail bike riders can use. The prohibition of trail bike riding at red rocks will mean that this community will have ZERO public land in Wellington left to carry out their recreational pursuits. We should also consider exclusionary rules at 2 different scales of application. The above comment is concerned with the macro exclusionary scale, i.e. the prohibition of trail bikes from all areas. This is wrong and unjust- especially since there has been no evidence provided that I can see in the OGBMP that would support such a proposed rule. However, at the micro scale, exclusionary practice can make perfect sense. It would hard for a citizen to reasonably suggest that all areas be accessible to all users. Rather, it is reasonable that SOME areas (and indeed MOST areas for those small minorities) are off limits. Trail bikes are prohibited from public space like Frank Kitts park for instance, and i haven't heard anybody, including the trail bike community object to that. It's reasonable to have some limitations to access for minority groups, but it is reprehensible to prohibit a minority group from ALL public land, certainly if no demonstrable reason has been offered for the prohibition. I want to note that dogs are allowed access to SOME beaches (not all) in Wellington. Why are other minority recreation groups like trail bikes and 4WDs not having their limited access to public land maintained? This appears as a contradiction and hypocrisy.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Following on from the previous statement, I believe that all user groups should have some degree of access to public land for recreational purposes. It could be reasonably suggested that minority user groups, like trail bike riders, should not have the same access as say, a majority group, say, walkers and strollers. However I believe that the minority groups should be given access to suitable public land to use for recreational activities, somewhere in wellington. I also don't believe that all areas of public land should be made equally accessible to all user groups at the same time. It is unreasonable in my estimation that all steep sections of land should be somehow made fully accessible to all people of all abilities for all purposes. This ideology would render the landscape spread with a vanilla-like homogeneity that does not reflect the wild and varied environment in which we are discussing. With these two commentaries presented, it could reasonable be deduced that certain parts of the terrain and environment might be better suited to certain activities than others. We shouldn't be looking to provide the 'sameness' everywhere, but rather, making connections between the varying environments and the varying users, to find complimentary relationships. That make sense.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☐ No
- ☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I don't believe they should be removed because some people are afraid of them. Those afraid- should go walk in the countless other areas without grazing animals. There is a place for everyone. The farm land is heritage, and will provide some benefits and amenity to certain groups, which bush clad hills might not for others. i.e. photographers, kite fliers etc. The question is wrong, it has

reduced the complexity to an overly simplistic binary- graze or not graze. The question should be how much is acceptable grazing to non grazing land. Fairness and equal access is found in moderation, not simple yes-no, access-no access binaries.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

I am not in a position to rank order these things- as i know little about them, their direct benefits or their individual costs. I cannot comment on whether 5 new entrances are appropriate given I do not have access to the necessary information. They sound like useful amenity- but That is a lot of capital, and will be represented by increased annual maintenance costs.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☒ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Prohibiting certain users without providing any evidence or rational reasoning for doing so is reprehensible and exclusionary. I don't know how anybody could correlate the deliberate prohibition of certain users groups from all public land in the outer green belt with the idea that the actions in this Sector will 'support [the] use of this sector by a wide range of people'.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

Prohibiting certain users without providing any evidence or rational reasoning for doing so is reprehensible and exclusionary. I don't know how anybody could correlate the deliberate prohibition of certain users groups from all public land in the outer green belt with the idea that the actions in this Sector will 'support [the] use of this sector by a wide range of people'.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Prohibiting certain users without providing any evidence or rational reasoning for doing so is reprehensible and exclusionary. I don't know how anybody could correlate the deliberate prohibition of certain users groups from all public land in the outer green belt with the idea that the actions in

this Sector will 'support [the] use of this sector by a wide range of people'.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Prohibiting certain users without providing any evidence or rational reasoning for doing so is reprehensible and exclusionary. I don't know how anybody could correlate the deliberate prohibition of certain users groups from all public land in the outer green belt with the idea that the actions in this Sector will 'support [the] use of this sector by a wide range of people'.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

You have not offered any evidence or rational argument in favour of your proposed rule to prohibit trail bikes from using all of the public lands in this area. Without evidence to support the proposal- there cannot be any reasonable grounds for supporting the proposal. There was reference in the plan to two documents as far as I could tell. Firstly- a survey of some users carried out in recent years and secondly a report prepared by Harrison Grierson in Oct 1998 called 'Scientific Study of Vehicle Impacts on Wellington South Coast (Oct 1998)'. This should have been made available and links provided in the submission material herein. With no evidence to support the prohibition of trail bike riders from all public lands, we are left with a sour taste of reactionary, low resolution decision making that is exclusionary and discriminatory. Trail bike riders, as rate payers deserve to be involved in this discussion. Simply proposing to prohibit them from using all public land excludes trail bike riders from the dialogic process that you have attempted to conduct and is an indication that trail bike riders are not to be offered the same rights to public land use as other recreation groups. This is discriminatory. In the vacuum of evidence and rationale for the proposed ban, we are left wondering what deleterious component of this hobby has influenced the proposed exclusionary rule? On what grounds is this proposal just and defensible?

Attached Documents

| |
|---------------------------------------|
| File |
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Christopher

Stephens

Organisation:

On behalf of:

Postal Address:

Suburb:

Avalon

City:

Lower Hutt

Country:

New Zealand

PostCode:

5011

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☒ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I only feel that I can comment on Sectors 6 and 7 as a user and former resident. The proposed alternative of a new track under 6.6.2.1/6.6.3.1 is sublimely ridiculous. There is already a track 10-25m on average, from the encroachment land, following the fence. There is no argument that another parallel track could be a good use of public land. It appears to be strangely vindictive towards resident of Versailles Street that have taken advantage of the Council land. Further, the scrub and bush adjacent to Zealandia is home to one of Wellington's last populations of Mokopirirakau 'southern north island', or Ngahere Geckos, and very strong population of Common Skinks (again, photographic evidence available). I absolutely oppose further modification through creation of new tracks, as this would be further detriment to these species and risk their local extinction. For sector 7 I do believe the document glosses over the continual access issues to Te Kopahau trig - where the easement from near Hawkins Hill to the trig across Long Gully land has been repeatedly locked off, barbed wire put up, threatening signage put up, etc. Refer: <https://imgur.com/a/FM2A4> <https://imgur.com/a/SOLvz> The Council needs to enforce its existing access through the easement or otherwise acquire the land if it wishes to maintain the public benefit of passage from Hawkins Hill to Te Kopahau and onwards to Te Rimurapa / Sinclair head.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

I'm not sure that the rugged character is compatible with methods to mitigate steep climbs.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Who give a damn about seeing cattle? Bizarre

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Brooklyn Wind turbine, Wrights Hill seem like reasonably good ideas, but cost seems excessive unless it represents long term maintenance as well. Cannot comment on other site.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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|---|-----------------------|-----------------------|----------------------------------|
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Touched on above, here are my comments particularly on 6.6.2.1: As a general overall comment on Sector 6 (and 7), the Council should consider how to best increase contiguity with Zealandia of reserve land, together with predator control. There seems to be one big hole, being Long Gully. Perhaps it should be a long term goal to acquire this private land. Zealandia's 252ha is ultimately, not that large. This would tie into other ideas like Capital Kiwi. While the revegetation of the reserve land (6.6.2.1) is the Council's right, (and residents shouldn't expect the status quo of making free

use of public land to continue). I have the following comments as a recent and former resident at 9 Versailles Street (renting). I do not believe that the supposed and vaguely stated benefits will materialise without taking action beyond that in the proposal. The proposal as it stands only serves to antagonise residents, to no benefit for a simple reason. Cats. Creating a larger vegetated area would only serve to create a larger and more attractive extreme risk zone for birds trying to disperse from Zealandia. I have personally seen, and found the aftermath of cats killing the native birds from Zealandia, when they are on the wrong side of the fence. I have photos of robin/toutouwai legs...with the bands, and nothing else left. Apart from the cats, again I have the photographic evidence of rats, mice hedgehogs, etc etc. If the Council seeks to expand the area for native species around Zealandia, it must ban cats. Not just at Versailles Street and Messines road (where cat numbers are high), but in a large radius around the fenceline. It must also increase its predator control to follow suit for the rats, mice, hedgehogs, stoats. From a residents perspective, properties may suffer from loss of light, increased dampness, particularly those like 9 Versailles Street positioned under the ridgeline which are already damp. It would be interesting to acknowledge the thought behind this unvegetated margin when it was originally created, rather than castigate those making use of it. Under 6.6.3.5, WCC might as well propose to the NZGB to rename Wright Hill dog shit hill - as a designated dog exercise area, it and the surround bush is filled with little plastic bags of tutaekuri. I support expansion of signage, but it would also pay to try to do something above dog owner behaviour from this angle.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

For Sector 7, I would request that the document acknowledge the prepresence of Woodworthia 'minimac' geckos or Marlborough Mini, the only population in the North Island being present in Te Kopahau (and adjacent), particularly from the coastal cliffs to just inland. I strongly agree with establishing greater protections on the land to benefit its ecological values, and am pleased to see that the Council considers a dense track network to be inappropriate. I have considered that the construction of new tracks, particularly mountain biking tracks straight through primary gecko habitat (scree/boulder slopes) to be highly inappropriate).Is Scenic Reserve appropriate then? This may weigh the public access, walking tracks, etc higher than its ecological values. Under 6.7.2.5, I would cast doubt on Brooklyn Wind Turbine being a 'main entrance to Te Kopahau'. The wind turbine is mostly just its own destination. That said, some facilities at the wind turbine would be beneficial. It's a 6km return walk to to Hawkins Hill Radar Dome, which is the next greatest use.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the

name and/or legal description of the reserve and your comments.

Following previous comments, I would suggest the bulk of Te Kopahau be classified as Nature Reserve to better protect the existing natural values, and anticipation further regenerative work, rather than Scenic Reserve, which leaves the door open for things like mountain biking tracks.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Michael

Dreyer

Organisation:

On behalf of:

Postal Address:

Suburb:

Wadestown

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

The town belt is what makes our landscape special and unique. It is incredibly important for public health to have living green spaces for recreation.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

We should be creating more dedicated mountain bike trails in and out of the skyline between Johnsonville and Makara peak and Makara peak needs to be safely joined to the skyline track (with improved beginner and intermediate level access to the summit and rest of the park) so that the residents of the eight suburbs can get access to mountain biking without having to drive to Karori. This would also encourage trail riding, rather than just mountain bike riding. Trail riding on intermediate level tracks is far more inclusive than just having advanced mountain bike tracks. I'm okay with Otari Wilton reserves being kept as walking only, but Johnson's Hill and the rest of it could do with lots of mtb tracks. Te Ahumairangi hill is also terribly bereft of genuine mountain bike trails (ie not old walking tracks or illegal mtb trails) which is a shame as this would provide lunchtime exercise for city workers as well as off-road commuting opportunities for the residents of wadestown, Wilton and northland. The trail down to Red Rocks needs to be improved as it is a shame that intermediate level riders can go all the way to near the end then cannot ride down to the coast due to the extreme nature of the last section of the track.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

It's not clear what additional mountain biking tracks are to be built aside from a mention of Johnson's Hill. We should be expanding with a lot more tracks like silversky in areas like khandallah and the crows nest. It would also be good to be able to exit the skyline track down towards Makara beach. This is currently not possible except via road.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Fix the entrance to Makara peak from the top of the road to Makara. And fix up Varlets track which is nearly unrideable for most users.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

They should have sheep and not cattle.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

As a health sector worker I am very focussed on the lack of drinking water in reserves and parks. Just get this bit right please!!!

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Needs to have intermediate tracks for mtb, not just grade five. There needs to be similar tracks to silversky put in either side of Otari Wilton Reserve rather than a walker only track from Chartwell. The proposals don't adequately consider the need to build mixed use trails.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

There is a real need to accelerate the development of Makara Peak. It can become a world class resource for Wellington but the entrances need fixing and more intermediate trails at the northern and southern ends of the park are required.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Need to tidy up the very end of the track before red rocks. It is too difficult for most riders.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Access to water fountains is critical from an environmental and public health perspective.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Caspar

Last Name: *

Harmer

Organisation:

On behalf of:

Postal Address:

Suburb:

Vogeltown

City:

Wellington

Country:

New Zealand

PostCode:

6021

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Ideally, it would be wonderful if the council owned land continuously between Tawa and the South coast. The most notable omission is in sector 2 where there is a sad gap in reserves. Was that Prendergasp? Also, I never realised the huge chunk out of Kaukau and some pretty big gaps between Johnston's Hill and Maunga Makara. Also, buy long Gully already. It's a huge chunk of land that could revert to bush. Wouldn't that be nice.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Perhaps a proper track up through the old quarry on the South Coast? That might help with access. Also, consider a flatter connector track from Broadmeadows - that's the quickest way to get to Kaukau

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other

means to maintain the existing character and views

- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I would love to see much of this bare land go back to bush. Recreating in a bush covered hill is so much more pleasant on a windy day. And we have the odd windy day. Belmont is just unpleasant a lot of the time. Running along the ridgeline on a windy day I get a ear ache from the wind - if there was better bush cover, it'd be a lot more doable, in wind and rain. Plus... more habitat for all our rapidly growing population of birds. Seriously, why do you want to look rural? Forest is where it's at.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from

the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Looking good... but as before, you need more reserves here.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Looking good... but as before, you need more reserves here. This is one the worst, who allowed this to happen?

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Buy the chunk of Kaukau back that's missing. Allow the forest to cover more of the Maunga.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the

Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Buy to the ridgeline. Allow bush to regenerate here!

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Looking good

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Lovely

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Yes No Don't

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?



Does the draft plan support community partnership in this sector?



Does the draft plan support use of this sector by a wide range of people?



Will the plan ensure the natural environment continues to be protected and improved in this sector?



Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

Buy Long Gully

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

The tip is an embarrassment. You have allowed rubbish to drift into spooky valley (and beyond to the straight) - literally millions of plastic bags have probably blown into the sea from the tip. Also, you have allowed the tip lessees to affect the tip track itself. Not cool. You have also allowed the tip management to prevent a track being built from the turbine down the southern ridge towards the bottom of the tip track. Assert your rights and take some pride in this area, because frankly, you have done a terrible job.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Hugh

Kettle

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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- ☐ Yes
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Please add here anything relevant to this sector that you think is not covered in the plan.

In general terms I am supportive of the overall approach. With reference to section 6.6.3.1, the devil will be in the detail but I do not support any action taken to remove private encroachments in the affected area. Unless very carefully managed this has the potential to create material loss of amenity, reduction in security and existing community connections, property value issues, risk of inequitable treatment of affected parties and nil to minimal environmental upside. The likely cost/benefit of action in this area will not add up given the inevitable strong resistance from affected parties and the lack of any real benefit given the small (in the context of the green belt) area affected. I also do not support any overzealous focus on native planting in the buffer areas around Zealandia, particularly if this involved removal of existing (good quality) vegetation. I support this being a planted area but there are a range of important/long established exotics through the zone and there is no sensible environmental reason to change this - from a biodiversity perspective the current mix is superior to a specifically selected range of natives that can only reflect history rather than reality.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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Does the draft plan support use of this sector by a wide range of people?



Will the plan ensure the natural environment continues to be protected and improved in this sector?



Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Ben

Sandle

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

If Makara peak is to be cross country focused downhill grade 4/5 tracks should be developed on Johnsons hill. The area is appears to be very low use which would remove any major trail conflict and the pine block doesn't have a very high ecological value. Makara peak should be continued to be developed to cater for all users and the hard (left line) on livewires should not be removed. It offers very different style of riding which is not being built in new tracks to carpark. A single direction bike track linking karori park to Makara saddle would be great. The current waihene track while not high use can have trail conflict and is quite steep in places making it hard to stop downhill. Creating single direction track for bikes would help remove this issue. It would be great to further develop trails in Te Kopahou area. The current redrocks track is great but there is no good way back from end. Its either a long hard slog up tip track or slightly less steep but long ride up Owhiro road. Would really add to the area if a easier grade uphill track was created. Redrock track is mainly an old 4x4 and would be good to further develop it into more single track similar to bottom park/ or add features like jumps etc. A easier uphill section should take priority though. There is also some trail conflict on barking emu and carparts extension, would be good if more single direction single track could be built in the area but probably not a high priority.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Wellington has a lot of grade 3 mountain bike tracks but is lacking grade 4 and grade 5 tracks as well as any good progression jump trails. The proposal in Johnson's hill would help with this but Makara peak could really use a good flowing grade 4 jump line similar to something like jumping jack in Arapuke near Palmerston North. A good jump line (table tops or doubles) in Makara peak would really help give it something for most style of riding, great technical riding there currently and flowing trails improving but still lacks any real jump trails of any size. Basically something similar to the new upper leaping lizzard but with larger jumps.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives,

policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Would be great to have water somewhere on Makara peak besides carpark. Ideally summit but if that to hard somewhere around skills area or end of salley's alley or peak flow be great. Continue to develop Makara Peak to have trails for all level from grade 2 to grade 5 and a mix of flowing/jump trails and technical trails.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

While it is a ecological area with lots of bird from zealandia, would be good for easier walking/biking track from zelandia entrace by Karori tunnel to wrights hill summit. Current options are rather steep. Be good if in future another natural style track could be developed in area by deleverance but consideration for birds need to be taken into account. More signage at bottom of deleverance and would be good for it to be made bike priority as can be close calls if people walk up when bikes coming down and some blind chutes you'd never see someone coming up till to late.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Add new easier uphill option from bottom of red rocks on south coast to start of barking emu on the ridge redrocks drops off. Also be great to have more of a single track alternative to the current degrading 4x4

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Craig

Last Name: *

Starnes

Organisation:

Brooklyn Trail Builders

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

Attached Documents

| File |
|---|
| BTB submission on the Outer Green Belt Management Plan - FINAL 7 March 2019 |
| Outer Green Belt Management Plan 2019 |



BTB submission on the Draft Outer Green Belt Management Plan – 7 March 2019

Introduction

Thank you for the opportunity to submit on the Draft Outer Green Belt Management Plan.

Brooklyn Trail Builders commend WCC for producing the plan and what it intends to enable for at least the next two decades.

We do note however, that the draft OGBM Plan is a vast document - too big to fully digest and make a meaningful submission beyond the sectors that are of immediate interest to us. The document and its content may be a victim of its own design in terms of some people being put off by its magnitude and not bother with a submission at all.

We fully support the concept of linked and shared trails (continuity and connectivity) between and through all 7 Sectors of the Outer Green Belt – especially the Skyline north to Porirua.

This will create numerous opportunities for a growing Wellington population and changing recreational needs – perhaps even unimagined recreational needs.

Equally, it will enable ecological, cultural and economic (including tourism) benefits.

All this will accrue through an open-minded, aspirational vision for the future development and management of the Outer Green Belt and considered (but not burdensome) consultation.

We are somewhat troubled by the apparent imbalance between the vision of the Council's Open Spaces Access Plan (OSAP) and the Outer Green Belt Management Plan.

The Vision contained in the OSAP is – “Wellington City Council wants to strengthen and improve the open space access network through a plan that will:

- provide outstanding opportunities for recreation and tourism within the open spaces of Wellington
- ensure that tracks provide for a wide range of user interests, skills, abilities and fitness levels within each area

- achieve a quality primary network accessing major destination points in Wellington and adjoining districts, and linking with an equitable distribution of secondary and local track networks and recreational facilities
- provide a network of tracks that enables more residents to enjoy using the city's open space safely, while enhancing the natural environment."

Conversely, the Draft OGBM Plan appears to favour conservation/ecology, at the expense of recreation – despite the Outer Green Belt being defined as...

"Wellington's wild green connector: - it visibly defines the urban edge, protects and connects nature, **and invites people to escape the city and explore.**"

Our concern with the imbalance should not be interpreted as 'anti-conservation/ecology'. Far from it, we endorse the majority of those initiatives. It's just that recreation seems to play a secondary role when, in our view, the two aren't mutually exclusive. They can, and should, co-exist. We point to what's been achieved in Polhill Reserve as a shining example of balanced conservation and recreation.

Recreation and ecological values need to be in equal balance, and our experience in Polhill shows this is very workable.

A practical example of this relates to the new trail currently being built in Polhill Reserve. With this trail under construction, the Polhill Protectors (a volunteer group with whom BTB have a close relationship) have recently built 50+ A200 traps - half of which will be laid out along this new trail. The point here is that new trails enable much better access for people to extend, lay and check the trap network for predator control.

The language of the Draft OGMP paints the establishment of trails in a bad light e.g. producing weed corridors and negatively impacting on the environment/ecology. The few weeds that do grow alongside our trails are easily managed because the trails provide easy access. We have no evidence of trails becoming 'weed corridors'. Also, planting trees with fast growing canopies quickly reduces weeds, while improving the local ecology.

Furthermore, in terms of land area, a new trail network in Sector 7 would account for about 1% of the total land area – but allows significant access to nature.

With our mantra of "Trails, Trees and Traps", and a solid track record in Polhill Reserve, BTB is all about helping the WCC achieve its OSAP vision, and believe what we want to see reflected in the Outer Green Belt Management Plan – and Te Kopahou (Sector 7) in particular - can only enhance this.

There is a certain irony that a dominant and growing feature of Sector 7 are the public and private landfills that assail the senses and detract from what would otherwise be a positive experience in the Te Kopahou Reserve. We address this more fully later in our submission.

It should also be noted that Brooklyn Trail Builders has already (2017) made a submission on the Te Kopahou Reserves Master Plan - which provides a first-cut for future shared trail development in the area. [Attached as Appendix 1 – see page 8]. This 2017 BTB document has yet to be fully developed into a complete range of trail opportunities, including a rationale for each trail (e.g. grade, linkages, points of interest, etc).

Brooklyn Trail Builders supports the submission made by the Western Trails Alliance (Tom Adams) regarding Sector 4 (Chartwell/Karori Park), particularly the proposed trail development on Johnston Hill.

Brooklyn Trail Builders supports the submission made by the Wellington Mountain Bike Club.

In Sector 6, we support the track network as described in 6.6.3.5 (1) – page 175. BTB is in discussion with private landowners to provide an alternative route into Polhill.

It is pleasing to note that in the document *Wellington Regional Trails For the Future (A Strategic Framework for Trails in the Wellington Region 2017)* that Polhill/Te Kopahou is identified as a Regional Trail. Furthermore, The Skyline Track (Spicer Forest to South Coast) is identified as a Signature Track. (See page 29 of the Draft OGMP).

Regarding the Recreation and Access section of the draft OGMP, Brooklyn Trail Builders notes the points relating to running a community consultation process on any proposed new tracks in Polhill Reserve/Brooklyn Turbine/Te Kopahou Reserve - see 4.5.2.3 (7) on page 54 and 4.5.2.3 (8c) on page 55. We implore that the community consultation process be streamlined as much as possible to avoid the unnecessary over-consultation and time delays that occurred around the process for the new descending trail in Polhill Reserve (currently under construction - after 4 years of initial discussion, consultation and Council finally agreeing to it).

We query whether a mediated meeting with all interested parties might be a faster, more effective way to reach common ground – but are open to other suggestions.

For the purposes of this submission, BTB will focus on Sector 7 – Te Kopahou, as that is the Sector of most interest to us, and where we next want to apply our “Trails, Trees and Traps” approach.

Our submission largely takes the form of commenting on the Actions as outlined from pages 193 to 197 of the Draft Outer Green Belt Management Plan. Where we have no comment, we have jumped past that Action point. Where we believe there should be additional Actions, these are identified as ‘NEW’. Our comments are as follows:

6.7.2.1 Land administration

Land status

1. BTB agrees with this. However, we want it expanded to include the blocks east of Maori Gulley (part of blocks 7.1.3, 7.1.4 and 7.1.5 should also be re-surveyed to scenic reserve).
2. Agree. Confirm there should be a 200m lineal buffer zone beneath Hawkins Hill Road.

NEW = there are two blocks of Council-owned land currently ground leased to T&T. Once the lease expires in 2026 they should be reclassified to scenic reserve. Access rights over these two blocks can be granted to T&T, provided reciprocal access rights are granted over the T&T owned blocks for future trails – see later reference.

Licenses and rights of way

3. Agree, however vehicle speed limits should be reduced to 30kph and/or could be managed with speed humps.

6.7.2.2 Nature

Caring for Nature

1. Agree. Along with continued public access. We believe our trails grant access to experts to help maintain and enhance ecosystems.
2. BTB believes there will be a considerable challenge fencing some parts of the boundary north of the Te Kopahou trig. However, a solution would be to fence near the trail BTB proposes to build or purchase the land below the road.
3. Trails provide access to help ensure habitats are healthy and can be restored – including access ways for new plantings.

Streams

4. Streams provide high visual appeal for people. Any new trails near streams would run at a safe distance from the streams or bridges would traverse them.

Indigenous flora and planting

7. There is too much material being blown over from C&D into Spooky Gully. This is unacceptable. Once the lease expires (for both C&D and T&T) the land should be cleared of rubbish and revert to scenic reserve.
8. Agree. This is already being done by WCC with BTB on the new trail in Polhill. There is therefore precedent for this approach.
9. Totally agree. In the past 7 years, BTB has planted 14,000+ native trees and undertaken invasive weed control in Polhill. This work will continue where required.

Weeds and pest animals

11. Trails enable better access for this work to be carried out.
12. Pigs and goats continue to cause significant damage and the control of these animals has been far from sufficient. Pigs cause significant, widespread random damage to the landscape.
13. Agree
14. BTB believes there will be a considerable challenge fencing some parts of the boundary north of the Te Kopahou trig. However, a solution would be to fence near the trail BTB proposes to build or purchase the land below the road.
15. Agree, support and can assist. It is something BTB does already in Polhill.
16. + 17. Agree.
- NEW =** We query whether there are funds to purchase all the T&T landfill (or at least the western and northern aspects of the T&T landfill).

Research

18. Agree.
19. We are interested in this, particularly the prospect of trail access to the top of the quarry and down what's known as 'Elevator Shaft'.
20. Agree.
21. Agree
22. Agree. Trail networks enable better access for pest/predator control and wildlife monitoring. Polhill is living proof of the success of this approach.
23. Agree. The more you can access the landscape (via trails) the more you can research it.

6.7.2.3 Landscape and land use

Landscape management

2. The control of dumped products into the C&D landfill has been woefully inadequate. Their lease expires in 2026. We believe their lease should not be renewed. The wind-blown rubbish from this landfill onto the Tip Track and beyond is disgraceful. They do not deserve to have their lease extended.
- NEW:** Assuming the T&T landfill reaches capacity in the next five years, we seek confirmation that there will be no new lease granted beyond 2026.

6.7.2.4 Culture and Heritage

Protection and restoration of sites and features

1. Agree. These sites are of cultural significance and therefore of interest to people, including tourists. Trails should be encouraged to provide access to these historic sites and features. Currently, it is very challenging to get to these sites due to the rough terrain and poor-quality tracks (i.e. the sites high above the coast).
2. Agree.
3. Agree. But not at the expense of enabling human access.

4. Agree. Trails will enable better access for people and their tools/machinery to carry out these earthworks.
7. No issue with letting the Hape Stream dam naturally deteriorate – but it could be a site of interest for a new trail (in close proximity).

Interpretation

8. Agree. However, the ability to get to all these sites will be severely limited given the limited existing track network and the poor state of the existing network. Improved existing tracks and new trails will enable better access to cultural and heritage features.

6.7.2.5 Recreation and access

Recreational activities

1. Agree.

Track network

2. Agree. Brooklyn Trail Builders has proposed a trail network for Te Kopahou (see Appendix 1 – page 8). We believe this can be achieved and meet the requirements of this action point. However, we would welcome an efficient and effective consultation process that does not unduly delay this process. Points of interest should also be considered in this mix. We also query whether “professional” track builders are required for any assessment and believe ecological considerations should not outweigh recreational opportunities.
3. Point 3 isn’t required as the process associated with Point 2 above has to be worked through first. Note that we believe our low-density (i.e. less than Polhill) trail network will complement the existing tracks and enhance the user experience. For example, our proposed 42km loop trail track (utilising existing and new trails) from Aro Street to the south coast and back will become an iconic walking/running/riding destination for local and international visitors alike. For a ‘fly-through’ of this proposed loop see - <https://www.youtube.com/watch?v=L9YlddIJDOU&t=27s>
NEW = The establishment of a new trail network should exclude the costs of that establishment. BTB are primarily interested in the approval of that network with funding as a secondary consideration. Furthermore, private funding of iconic trails is a viable (and realistic) alternative to Council funding, alongside volunteer effort.

Track maintenance & development

9. Trails for recreational enjoyment should, as a rule, be separated from 4WD tracks (vehicles don’t mix with non-vehicular users. A 4WD track is not designed for broad recreational use).
10. Agree. This would also apply to any new trails that traverse streams.

Entrances, facilities and way finding

11. Agree. The area could also have a bike tool station.
12. Agree.
13. Agree.

Way finding

14. Agree. A member of Brooklyn Trail Builders designed the windmill icon that appears on signage throughout Polhill to guide people to the Brooklyn wind turbine.
15. Agree. Users appreciate and expect this type of detail.

6.7.2.6 Community

4. Agree. Brooklyn Trail Builders support the proposed activities of the zip-line operators and have confidence they will fully contribute to long-term ecosystem protection and enhancement.

Summary:

Overall, Brooklyn Trail Builders supports the intent of the Draft OGBM Plan. We believe a vital part of the plan's success hinges on a greater focus on recreational opportunities for all user types.

Polhill is a classic example. BTB trails were initially built for recreation. Once people are exposed to nature (by using these trails), they embrace it and take greater interest and ownership of it and consequently care more about it – i.e. becoming involved in predator control, native tree-planting, policing domestic animals (as well as seeing/hearing the flourishing birdlife).

BTB shares WCC's Open Spaces Access Plan vision statement. The best way to roll this out is through a purpose-built; well-designed and thought-through trail network.

As BTB holds an MoU with WCC over all of Sector 7, we look forward to having a lead role in the consultation for this new trail network – and we hope for the most efficient consultation process as possible.

Appendix 1: Note this was submitted in March 2017.

7 March 2017



**Brooklyn Trail Builders (BTB) Response to the Review of
Te Kopahou Reserve and Careys Gully
as part of the Outer Green Belt Management Plan (OGBMP)
between Polhill Reserve and the South Coast**

General:

- BTB thank the Council for the opportunity to have input into the OGBMP.
- The BTB model and approach is based on the mantra of **'Trails, Trees and Traps'**. BTB want to extend the very successful Polhill Reserve model to the south coast. For us, this is conservation in action and supports the environmental, social and recreational benefits of Wellington's track network and Outcome 1: 'Getting everyone active and healthy' (as outlined on pages 3+4 of the Open Space Access Plan – September 2016). BTB has hand-built 15km of track to date and, anecdotally, users overwhelmingly agree with these benefits.
- BTB has a MoU with WCC and looks forward to continuing that relationship. We hope, in part as a result of this consultation process, the hurdles to building more tracks will be reduced. It is hoped voluntary groups with a proven record of building quality tracks will be actively encouraged to build more tracks that demonstrate benefits, e.g. linkages between tracks; tracks that go to useful places; tracks that provide access to previously inaccessible areas.

- BTB acknowledge the strengths, weaknesses, opportunities and threats associated with the network and tracks and have an active and ongoing interest in addressing these.
- BTB agrees with the network principles specifically relating to track maintenance and signage (more fully detailed from page 11 in the Open Space Access Plan – September 2016). BTB also supports the principles relating to (Recreation Uses); (Track Design); (Track networks); (Track Assessment); and (Walking, running and mountain biking/cycling). BTB notes the Plan states that “further track work in this area will be considered as part of a future master plan”. This is reiterated on page 68 of the plan where it states: “Sector 7 – Investigate new track proposal that will extend purpose built walking/running/cycling tracks from Aro valley to the south coast – Brooklyn Trail Builders initiative. Should be investigated as part of the Te Kopahou Master Plan”.
- BTB sees the ongoing success of track development as a partnership approach with the Council and with like-minded volunteer groups involved in tree planting, pest eradication and other initiatives aimed at enhancing environmental, social, recreational and economic (e.g. tourism) benefits.
- Public art is proposed in featured locations to further encourage users into the environment.
- BTB also supports the shared-use of tracks by all users where it is appropriate and safe to do so.

Context

- BTB sees Te Kopahou as a wild, regenerating area, and is keen to maintain its raw, ecological richness.
- Access to many areas is nonexistent or by way of very steep 4wd tracks. While there has been goat and pig control, only recently has possum control begun. There is no control for rats or stoats/weasels.
- BTBs mantra of ‘trails, trees and traps’ has been successfully applied during the past nine years of our voluntary work. Explained further below, we strongly believe this approach is appropriate and relevant to develop Te Kopahou while maintaining, and indeed enhancing, its ecological values.

- BTB believes the proposed tracks can work in harmony with the area, and not conflict with ongoing ecological aims and values.
- In doing so, BTB want to work closely with the Council and other key stakeholders to identify any areas of ecological importance so these can remain untouched.

New tracks

[See map on page 14 of this document for indicative view of new tracks].

There is proven demand among users for a wider network of tracks and BTB has plans for a further 30km (approx) of additional track development in Te Kopahou (TK) and Carey's Gully (CG). Much of this track network could also be enhanced with features such as the installation of seats and sculptures at logical lookout and/or focal points.

TK New Track 1:

BTB has recently made a submission on a new 6km downhill track starting at the Hawkins Hill summit in Te Kopahou. This is an advanced (Grade 4+), narrow hand built, downhill track that links at the bottom with another track and finishes at the sea (Red Rocks). Much of the valley that this track uses has no access and, once constructed, can be used to plant trees and place traps.

This track will reduce fast downhill traffic from the current 4WD ridgetop track, allowing better separation for other users. It is possible to drive to the top of the track (e.g. for shuttle riding) for a 480m vertical descent, so it is ideal for MTB events.

TK New Track 2:

New Track 1 (above) will be complemented by a new 9km (approx) uphill track to the east, traversing Spooky Gully. This track will be an intermediate (Grade 3), two-way track for runners, walkers and mountain bikers. Likely to be digger built and will require funding in excess of \$200k. It will finish on a ridge adjacent to the south end of Barking Emu and will complete a 42km (marathon distance) Grade 3 loop that extends from the city to the sea and back to Aro Valley which would appeal to many users - note that 24km of this loop has already been built. Again, the valley that this track will climb through has very poor or no access and the track can be used to plant trees and place traps, enhancing the regeneration of Te Kopahau.

BTB believe the above two new tracks are more logical Key Initiatives than some of those contained in the Open Space Access Plan. The tracks would feed into the proposed Rural Coastal Connection (pg 20 of plan) and add complementary dimensions to the “epic” route for mountain bike enthusiasts, runners and walkers.

Further options for Track 2 include:

- loop tracks (nature trails) at the bottom of Spooky Gully to provide more choice/shorter options that leverage off the investment WCC has made in Owhiro Bay/Red Rocks area.
- A link track to the existing 4WD tracks at the top of the old Quarry with interpretive signs and lookouts

TK other new tracks:

- A grade 3 track to the submarine lookout from the south coast.
- A duplicate track to Carparts Extension (between Windmill and Tip Track) that’s lower down the slope (it could use part of the 4WD at the top of dump Stage 5).
- Investigate linkages to Bata Place.
- Investigate access through C&D landfill when the current lease expires.

CG New Tracks 3 to 7:

The end objective is to link the North-South BTB track network with the East-West WCC track network that starts with Wharangi on Happy Valley Rd. This link will go via the valley that contains the T&T clean landfill. This network has potentially 3-stages. Stage 1 would be on WCC land and would, initially, be intermediate/advanced uphill riding (track 3) accessed by an intermediate (track 4) and an advanced (track 5) downhill riding from Carparts track. Uphill riding would be made easier if stages 2 and 3 are enabled. Stages 2 and 3 are reliant on access through private land (and WCC owned but leased to T&T land). BTB has had discussions with WCC re land ownership and considers access is achievable. Stage 2 to Happy Valley Rd is an extension of track 3. Stage 3 is a spur track to Elliot Park – providing great linkages between different parts of Brooklyn.

A downhill track (track 7) from the Turbine to Happy Valley Rd (opposite Wharangi) generally following the Maori Gully ridge. This could be built independent of Stage 2 provided access across the WCC leased land can be negotiated*. This track is an easy private car shuttle route with a vertical drop of 320m.

* The T&T lease expires in 2026 and BTB wish to be actively involved in any new lease. Our view is that only access rights (to the T&T private land) over the existing sealed road should be granted for a limited term, rather than a lease over the whole WCC owned block. This will allow FOOS access to a significant Owhiro Stream tributary and BTB the ability to build track 7. It will also provide more land for building track 3 extension (noting that an easement or boundary adjustment of T&T land will be needed to complete track 3 – this can logically be done as part of the WCC lease negotiations) and possibly track 6 (depending on adjoining owners off Ashton Fitchett Drive).

Background info

Trails meet our goal for people to have access to and contact with nature. They also allow access for tree planting, weed removal and pest control.

Trees help restore native vegetation, and by being planted by volunteers, allows locals and school groups to form a bond with the area.

Traps meet our goal of helping restore the ecology of the area. It is our long-term aim to help get kiwi back to Te Kopahou.

Hawkins Hill is one area where BTB has built tracks and planted trees.

It's bordered to the north west by the Zealandia Sanctuary, and many rare birds have spilt over from the Sanctuary into this area, including Saddleback, North Island Robin, Kaka, Hihi and Karariki.

While there is ongoing possum control in the area, there is no designated pest control for rats, stoats or weasels. BTB has raised \$20,000 dollars and signed an MOU with WCC to set up a trapping network across 100 hectares so these bird populations may better survive and breed outside the Sanctuary. BTB has also worked closely with the two landfill operators to ensure good communication and safety of volunteers.

The trapping network will consist of two 3km trap lines of DOC 200 traps interspersed with Victor traps. This will cover 30 hectares.

The remaining 70 hectares will be covered by Good Nature self-setting A24s.

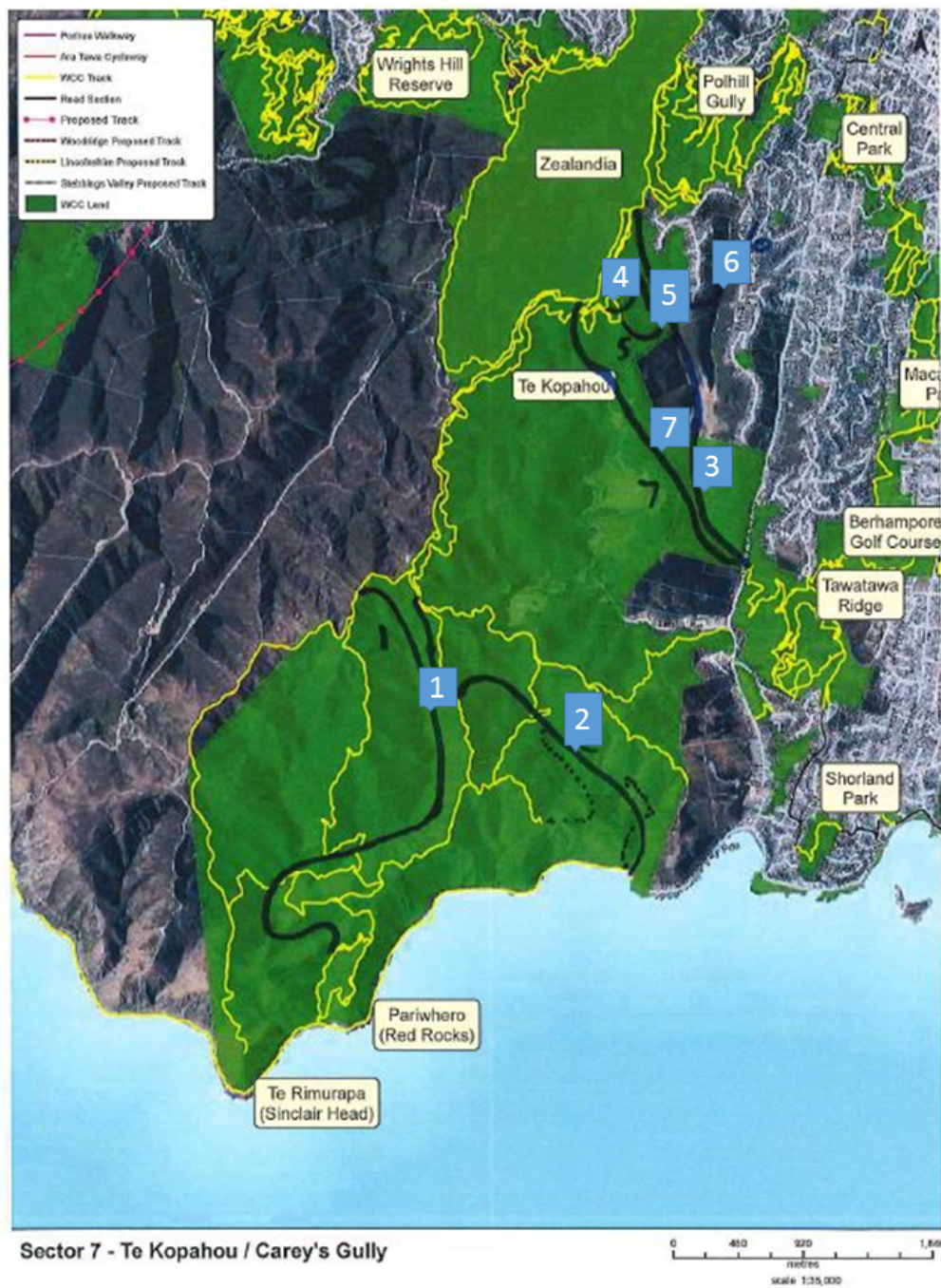
Monitoring tunnels are in place and the network is currently being set out.

The long-term goal is to extend this network over 200 hectares and encompass Happy Valley and Carlucciland.

The trapping network will border an existing trapping network to the north, run by another volunteer group.

The local community realise they are in a special place, a Capital city with rare bird life spilling over from the Sanctuary and literally into their backyards.

Through the years, BTB has built up a strong relationship with the community, including schools and businesses. Many individuals and businesses have already volunteered for this project and it's our aim to encourage more people to be part of this worthy cause and enjoy the wild places bordering our city.



Property boundaries, 20m contours, and names, call the address & site points, sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: of the order of 10m in rural areas. Certain data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Our data has been compiled from a variety of sources and its accuracy may vary, but is generally at 1m.

ORIGINAL MAP SIZE: A4
AUTHOR: presented
DATE: 9/05/2019
REFERENCE: Absolutely Positively Wellington City Council
M. H. & D. C.

First Name:

Last Name: *

Mark

OConnor

Organisation:

On behalf of:

Postal Address:

Suburb:

Vogeltown

City:

Wellington

Country:

New Zealand

PostCode:

6021

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
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| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
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| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Is there possibility to have easier climbing tracks to access the ridgelines? i.e. a couple of switchback climbing tracks (multipurpose) near the tip track and south coast.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

☒ Yes

- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I would suggest that allowance for commercial activity in all sectors of the OGB be allowed for on a case by case basis i.e. don't rule them out altogether. Given that new technologies are being developed all the time, there could be some great avenues for getting people out and enjoying the OGB which are not yet considered and may be of a commercial nature e.g. motorised skateboard tours. The inclusion of mtn bike tracks should be encouraged, as well as potential huts/accommodation for people to stay in. In order to raise the profile of the area it's imperative that people are allowed to enjoy through a range of activities.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Euan

Galloway

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☐ Email☒ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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☒ Yes☐ No☐ Don't know

If not, why not?

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| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

It is important to fill as many breaks in the Belt as quickly as possible. Wellington is unique in having a natural green identified edge of the city, that also acts as an ecological corridor. Weed and pest control continue to be very important. More entrances will attract more people to explore and enjoy it.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

re Makara Peak, I agree with all the key actions proposed. It will be truly magnificent when they are all achieved. Regarding pest control to protect our native bird life, I would like to see more action in controlling dogs and feral cats in Makara Peak and throughout the outer green belt. I would like to see more signs and policing to encourage dogs to be kept on a leash at all times and for owners to clean up after their dog. Feral cats should be trapped and, if not microchipped, be destroyed.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of](#)

the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

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| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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Pros

- Tracks won't get damaged by cattle in winter
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- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I am concerned about the potential fire risk of grass left to grow long. Maybe some areas of regenerating native bush and areas likely to be damaged by cattle could be protected by fencing. I doubt farm animals need concern outdoor people like those likely to be using these tracks.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Wright's Hill Brooklyn Chartwell Ohariu McLintock Ohariu Stebbings Valley

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

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14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| Yes | No | Don't know |
|-----|----|------------|
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Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Yes No Don't know

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Yes No Don't know

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

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Will the plan ensure the natural environment continues to be protected and improved in this sector?



Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

I am particularly pleased that at last 62 Allington Road / Trickle Falls track is to be classified a scenic reserve. I fully support this. Ever since Jordan Ivanoff was evicted / bought out of the property 20+ years ago, I have spent many hours replanting the area with native trees and caring for them. It is great that the area will now be officially protected as a scenic reserve.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Let's do it!

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Ben

Last Name: *

Volpicelli

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☐ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

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| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Why/why not?

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- ☐ Yes
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What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

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Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Regenerating native bush wont be grazed upon and potentially damaged.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Brooklyn wind turbine Wrights Hill; Chartwell Bush/woolshed Ohariu Valley Road or Upper Stebbings Valley 268 Ohariu Valley Road or McLintock Street

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
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Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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Please add here anything relevant to this sector that you think is not covered in the plan.

I am strongly opposed to the proposal to make a grade 5 mountain bike trails in the pine forest in Johnston's hill (above Karori cemetery). for these reasons: 1. This will discourage walkers in the

area, as mountain bikers are dangerous. 2. Mountain bikers don't tend to stop and are a major hazard for walkers and their pets 3. There are illegal mountain bike tracks in the area 4. As can be seen in a downhill section of Johnston's hill, mountain bikers have made large gauges in the track and have installed jumps. These make it very dangerous for walkers who can fall/slip down the deep gauges and possibly be hit by a biker coming down the hill at a fast pace. 5. It would be nice to have some areas left for walkers, as it is the majority of tracks in Wellington and Karori are mountain bike tracks and there are very little for walkers. 6. Mountain bikers already have ample tracks (likes of Makara peak) to ride. These are the reasons why I am opposed to this proposed course of action.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

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Does the draft plan support use of this sector by a wide range of people?



Will the plan ensure the natural environment continues to be protected and improved in this sector?



Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Scott

Elsdon

Organisation:

Tawa Resident

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

NZ

PostCode:

6140

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☒ Don't know

If not, why not?

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What do you think could be added?

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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Please reconsider changing the entrance at Kiwi Crescent. On Street parking is available, there is no requirement for ripping out two stands of trees widening access or creating a car park. Leave the bush as it has been for tens of years, with brambles and fruit bearing bushes, the perfect start to the track up the hill

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

no

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
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8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

If your installing toilets please consider not installing those electronic ones. When we have a quake, they will be useless.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☒ Don't know
-

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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

☐ ☒ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

No change for change sake. Speak to the locals. remember who pays you.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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| | Yes | No | Don't know |
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18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Don't add electronic toilets (like you did in willowbank reserve and Grass Lees) . Think about after a quake and no power in the region for weeks. People will still need to use these and may depend on them in an emergency.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Brian

Thomas

Organisation:

WCC

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Attached Documents

| File |
|--|
| OGB submissionThis population is threatened by browsing by pigs and goats which dig out and destroy their host plant |
| Outer Green Belt Management Plan 2019 |

“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.”

In my experience goats do not graze spear-grass but hares do. Goats graze everything else that is palatable including Darwins barberry and gorse flowers which has restricted the spread of these species.

Pigs are the real problem here as they destroy large areas of speargrass and in recent years have severely impacted its establishment. Low pest numbers are important but more so a thriving spear-grass population.

“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: ⁴⁵ <https://blog.tepapa.govt.nz/2015/11/20/speargrass-weevils-thriving-on-mana-island/>
Draft Outer Green Belt Management Plan 2018

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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.”

Control of possums will definitely have positive benefits for fauna in Te Kopahou. However I believe high possum densities and competition for food have forced them to target Darwins barberry growing shoots and flowers. Removing possums will result in a more rapid spread of DB and council needs to adequately resource control. Te Kopahou is unique because of relatively low occurrence of DB which is and will have a massive impact on its unique ecosystems. Because of its tolerance to low light and its ability to colonise windy and exposed sites plus its longevity it will never be overgrown and shaded out by native plants. Large populations of DB on

neighbouring properties will also spread this weed in to TK. Boneseed and Buddleia mainly from WCC landfill also have potential to be a real problem.

Darwins barberry is the biggest ecological threat to Te Kopahou.

“Coastal road: A number of issues are associated with the unformed public road that runs generally along the coastal platform from the gates at Hape Stream to Te Rimurapa / Sinclair Head and beyond to Karori Stream. In places the actual legal road area lies over steep cliffs and rock outcrops, and much of the route is subject to constant tidal erosion. The road is suitable for off-road vehicles, but a higher level of competence is required to use the more isolated areas of the coast. All users have an obligation to act responsibly, both in relation to other user groups and to protect the environment. Issues include: incompatibility between walkers, mountain bikers and drivers of motorised vehicles including motorbikes; vehicles unsuited to the unformed surface getting stuck; dumping of abandoned vehicles; vehicle damage to vulnerable coastal ecology and disturbance of wildlife; 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.”

I support further restricting access to the South Coast particularly at night as this would restrict a lot of antisocial activity. Unfortunately a lot of environmental damage from Motorbikes and 4WDs plus pāua poaching occurs during broad daylight.

I support motorbike and 4WD activity in this area when it is an organised club event run by a reputable club ie Cross Country Vehicle Club , Kapiti Motorcycle Club.

I support public access to the South Coast by permit only but have concerns the Long Gully landowners will become de-facto gatekeepers to the South Coast.

“Conduct a feasibility assessment and cost benefit analysis of options to improve fish passage past Hape Stream dam, taking into account its heritage value (see 6.7.2.4 (7) also).”

Te Haape stream has one of the least modified catchments in Wellington.

The weir built by the quarry operators should have been removed as a priority. As this is now too late and expensive to pursue then an adequate fish passage should be designed and built to allow fish passage. The plan should also allow Council to open the stream to the sea as vehicle passage and compaction of the beach often stops this from occurring naturally preventing fish passage for long periods.

Please click on the link below to view the document

[https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11540_4PJ5KJ_OGB submissionThis population is threatened by browsing by pigs and goats which dig out and destroy their host plant.docx](https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11540_4PJ5KJ_OGB_submissionThis%20population%20is%20threatened%20by%20browsing%20by%20pigs%20and%20goats%20which%20dig%20out%20and%20destroy%20their%20host%20plant.docx)

First Name:

Ant

Last Name: *

Bradshaw

Organisation:

none

On behalf of:

Postal Address:

Suburb:

Highbury

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☐ Yes
☒ No
☐ Don't know

If not, why not?

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. It should be saying 'allows' people rather than 'invites' in my view. So that the planning focuses on people actually using the area.

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|----------------------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|----------------------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Why/why not?

More focus needs to be given to enabling people to access the Outer Green Belt. As I say above the word invite needs to be changed to enable. For the vast majority of Wellington City residents access to Sector 7 is extremely limited and there needs to be more focus on this. Sector 7 is the sector that comes closest to the city yet has the most limited access.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Recreational and economic benefit provided from an accessible track network.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Sector 7 has no well graded trails that are car free. Ability to access hill tops is up very steep tracks Tip Track for example. A better graded network would encourage people to use the outdoors more.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

A Trail from the Windmill to the bottom of the TNT landfill entrance off Ohiro Road
 A trail in the Spooky Gully catchment
 A trail to the Submarine lookout above Red Rocks

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Farming looks so marginal and the animals ruin the tracks.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

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Please add here anything relevant to this sector that you think is not covered in the plan.

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| | Yes | No | Don't know |
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15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

Please refer to Brooklyn Trail Builders submission on this sector I fully support it.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Jonathan

Elkin

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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What do you think could be added?

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- ☒ Yes
☐ No
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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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- Fencing costs will be less
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Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
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8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
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Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

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Please add here anything relevant to this sector that you think is not covered in the plan.

It would be fantastic to increase the mountain bike track network in this area. It would be great to add more tracks to Johnston Hill. Makara Peak brings a lot of people to the area but there are not enough grade 5 tracks on Makara peak. Adding more so close by will only enhance the region's reputation for mountain biking for those who are a little more skilled. The benefits of mountain biking are huge to the Karori community. The cafe's and bars benefit greatly as well as all other

businesses in the area.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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There could be more mountain bike track development here too. Making all of Karori a Mountain Biking mecca and moving bikers away from shared walking tracks!

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I would like to add my support to the proposal being made by the Wellington mountain biking club and specifically the Western Suburbs Trail Alliance. They are proposing beneficial tracks which will add a lot to the city in terms of improving mountain biking and growing Wellington as a mountain biking destination. Their proposal will also ensure the few individuals who walk up there are kept separate from any downhill traffic. As far as I can see it, there is really no downside! Some grumpy individuals seem to just purely not like bikes from some form of ideological standpoint, we should not allow their negativity to ruin such a great opportunity for our amazing mountain biking city.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Karen

Davis

Organisation:

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☐ Don't know

If not, why not?

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| | Yes | No | Don't know |
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Why/why not?

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- ☐ Yes
☐ No
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What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☐ No
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Why/why not? What ideas do you have to balance out the pros and cons?

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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

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The pine trees close to the houses at the end of Peterhouse St should be removed as a priority along with those further down in the neighbouring Stage One. The pine trees that look down on Peterhouse St homes would present a danger if they were to fall in strong winds or due to poor

condition, the pollen is detrimental to health and every year they grow and become more of a nuisance. The trees in question (the ones close to houses) are in line with the trees selected for removal in Stage One beginning 25 March, they should be removed with the same urgency at the same time.

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17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |



First Name:

Jen

Last Name: *

Thornburrow

Organisation:

On behalf of:

Postal Address:

Suburb:

Ngaio

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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Why/why not?

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Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I thoroughly support the proposed track connecting the top of Bells track and the Simla Crescent ridge track up Kaukau shown on the Sector 3 map. I love the access points on Vasanta ave, Awarua St and the water tank at the top of Satara Cres. Having access to the Outer Green Belt closer to home will significantly increase our use of the area as currently we have to drive or walk to access points and any loop walks from home are quite lengthy. One of the key things I love about this proposed track is that we don't have to drop a significant amount of altitude to access the tracks. We can keep our height and get to the Outer Green Belt quicker. We helped to build the relatively new track from Awarua St through to Crofton Downs/Crows nest and we are keen to help build this proposed track should volunteers be needed.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

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Pros

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Cons

- Areas won't look as rural

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Why/why not? What ideas do you have to balance out the pros and cons?

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Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

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Do you agree with the actions for this sector?

☐ ☐ ☐

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19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Maria

Loeb

Organisation:

Private

On behalf of:

Postal Address:

Suburb:

Ngaio

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

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| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

Especially agree with it bringing nature closer to residents and encouraging us all to explore nature more, be more active, makes nature accessible

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Ensure dogs are welcome as part of the modern family.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

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| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

As a resident of Ngaio, specifically look forward to connecting routes from Vasanta and Satara Cr to Mt Kaukau

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Some off leash dog routes would be great

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I love seeing the sheep and cows on Mt Kaukau. The animals are not dangerous and fear of them will only increase if people never see them

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

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Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

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Please add here anything relevant to this sector that you think is not covered in the plan.

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| File |
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| Outer Green Belt Management Plan 2019 |

First Name:

Hamish

Last Name: *

Bockett-Smith

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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support mtbing tracks on Johnston Hill

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8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No

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17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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support mtbing tracks on Johnston Hill

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the

name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Julia

Last Name: *

Kennedy

Organisation:

On behalf of:

Postal Address:

Suburb:

Northland

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☒ Don't know

If not, why not?

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Why/why not?

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- ☐ Yes
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What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☐ No
- ☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
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Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

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Please add here anything relevant to this sector that you think is not covered in the plan.

No additional bike tracks please.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

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19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
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| Outer Green Belt Management Plan 2019 |

First Name:

Gillian

Last Name: *

Bruce

Organisation:

On behalf of:

Postal Address:

Suburb:

Khandallah

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

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Why/why not?

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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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Is there anything missing that would help?

Negotiate road access through Kordia land to enable people access to the top, without having to walk up hill, or for long distances

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
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- Areas won't look as rural
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8. Do you support the draft plan proposal to phase out grazing animals?

☐ Yes

- ☐ No
- ☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Sheep cause less damage than cattle. They may help keep the grass and weeds down and are less intimidating than cattle - and they produce less greenhouse gas!

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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People who want to use the park often drive there already. Stebbings valley, McLintock Street, Brooklyn wind turbine, Chartwell Bush, Wrights Hill

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

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Do you agree with the actions for this sector?

☐ ☐ ☐

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I support the Council's approach to reinforce that dogs must be kept on a leash to minimise risk to wildlife and increase enjoyment of others. The toilet and drinking water could facilitate recreational use providing the toilet is kept clean. Given the high use of the track this would require cleaning at least daily. I do not believe the proposed partnership with Kordia is likely to be effective in managing the plant and animal pests on their land or facilitating community engagement. Their ownership of the land exposes the skyline to development that is not consistent with the council's open space value. The area held by Kordia is far greater than they need to support their infrastructure, which makes it unavailable to Wellingtonians. To date, Kordia has shown little interest in engaging with community groups or the Council and has not taken any active interest in managing their land. Their responsibilities under the Health and Safety Act, and their responding policies, make it difficult for any community group to engage with them and support them to manage their land. I would like to see the Council purchase the land from Kordia land and lease the areas they require back to them. This would: - retain the land in perpetuity as part of the Outer Green Belt, for the enjoyment of Wellingtonians - enable the council to effectively manage the land, consistent with the Outer Green Belt Management Plan, ensuring ridges are kept as open spaces and developments are minimised -

enable community groups to act as guardians of the land, supporting the Council to manage pests - extend the park into a sub-alpine landscape, supporting a more diverse range of flora and fauna While I understand the Council is not sufficiently resourced to address the entirety of the Darwin's barberry, I believe the current reliance on biocontrols and waiting for native plants to outgrow the barberry is not sufficient to address the growing seed bank and spread of this pest. Further, the Council is not acting as a good neighbour by allowing the barberry to spread to the margins and into neighbouring farms. We could reasonable expect the council to model the behaviour it expects from it's neighbours and clean up its own shop, in addition to advising and supporting neighbours to manage it. The Council could: - Spray large areas of 'virgin' barberry (particularly on the margins) where there is little native regrowth, and provide communities with plants to replace the barberry - Support research to understand spread and establish best practice for restoringbush where barberry has taken hold. This would act as a resource for community groups who are wanting to tackle the issue - educate people to recognise it and the problem it creates, to encourage them to remove it from their own properties and engage in restoration programmes - Provide community groups with advice, equipment and plants to enable them, over time, to reduce the scourge

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Martin

Last Name: *

McCrudden

Organisation:

Mana Cycle Group

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

N/A

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

See below in each sector for detail. If we are serious about connecting the green belt for everyone, there needs to be more shared use access points throughout the suburbs, and more local loops for more than just for foot traffic. This increased community use may create more conflict, but it will raise utilisation and reduce vehicle movements, as users will be able to join trails closer to their door. Conflict can be carefully managed through well designed trails with good sight lines and appropriate gradients. Where there are unavoidably steeper gradients a one-way system might

need to be implemented to ensure general safety and a positive user experience for everyone. In the regional trails framework which we see mentioned, to create a world class trail destination, these are the things that are important to the success. The mentioned trail from Porirua through to the Coast at Redrocks also needs to be a high quality trail, which it is not currently at certain points where there is only a four-wheel drive access trail. Our vision would be a quality connected network of trails for those on foot and bike from Porirua all the way through to the South Coast, with plenty of accessible points along the way for each suburb to get on/off from, and to also help create shorter loops for local communities.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

There is a lot of mention for creating local loop trails, short and long. However in each sector there doesn't seem to be that many new sections of trail proposed in each suburb to take users up and back down from the skyline to the end of multiple street entrances to create these so called local loops for every community. These loops also need to be including the fastest growing recreation activity of mountain biking. Foot users are generally spoiled for choice as local reserves are usually classified no biking and a lot of green belt connectors currently aren't built for biking.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Offering different grade trails including intermediate shared trails with switchback corners would help make an area accessible to not only foot traffic, but mountain bikes as well. Another option is to have gently sloped trails which sit lower on the hill and consist of easier grades, which will help make an area more accessible to more users. It would also help form local loops or natural surface off road commuter links that ring suburbs.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Plant small native shrubs and alpine type natives to replace the non native grass. This will need to be managed, as the trails will need to be cleared. This would also reduce the risk of fire that long rank grass would pose.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or

McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Highest: McIntock, Wind Turbine, Wrights Hill, Upper Stebbings (will become high priority once new development/reserves and trails go in), Chartwell Bush. Ohariu doesn't serve enough population and with all the proposed links and loops for Stebbings become reality (hopefully) then it'll be far more valuable there.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Sector one is especially important to us due to it being in our immediate area which we advocate and promote on behalf of. We support the shared climb from Kiwi Crescent and bike priority descent. Having this one way system hugely reduces conflict that a two way trail poses, similar to a narrow Wellington street problem! We would also like to see a more user friendly connection into Linden. Currently the Chastudon entrance provides poor access into the reserve because it requires a road climb to get there and the connection itself is very steep. It is too difficult for most. We propose a new shared connection from either Forglen Place or Katarina Grove. We believe connections are important and we need to ensure that Te Nga-Here-O-Tawa seamlessly connects with the recent Stebbings community plan and sector 2 - This connection needs to be in the plan for the future. Regarding the plan to make the section of Te Araroa designated as uphill only for bikes, we support this, however, there needs to be a logical connection into Ohariu Valley to create that low conflict one way system. The existing road through the middle of the reserve is not ideal and riders will most likely end up riding down the Te Araroa, with the potential for conflict if a provision is

not made. We would like to partner with Wellington City Council to create a community project to implement these connections and help transform Te Nga-Here-O-Tawa into a thriving local ecosystem. We would help from the scouting of the trails, to pest plant and animal control and replantation of indigenous flora.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

From what we have seen in the recent Upper Stebbings Valley consultation, Churton Park will see some much needed green space and connections added, with waterways and the wider area considered. This whole area currently lacks any real green space and natural surface trails, so we strongly support the Wellington City Council investing in ways to close the gaps to grow and connect sector two.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

The whole area from North of Makara Road saddle all the way through to Porirua lacks options for people who travel by bike. Sure there is the skyline which is okay on a nice day, but it's a basic farm track. With all the mentions of creating local loops and bigger loops for multiple users, it really is centered around walking. It would be nice if some more provisions for bikes were made. Maybe a descent to complement Silversky trail and lower connecting trail to skirt around the back of the suburbs.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the

Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Nice to see some provisions for multiple user groups across the sector which is currently heavily focused for users on foot. Creating an uphill for shared use and multiple descents for advanced bikers will help fill the gap of our highly focused intermediate grade trail network and broaden the user range catered for in this sector while keeping the conflict down.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Plans look great for the sector. The idea for a better connection across Makara Peak for walking could be a wise idea due to all the high density focus of biking on the hill can be a bit much for those walking. Trail Runners seem to like the park though. We support the continuation of the Makara Peak Master plan and the community initiative between Wellington City Council and Makara Peak Supporters.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

An investigation into an upgrade, or new trail in Birdwood reserve, is supported by us to create a

more inviting connection between Polhill and Wrights Hill for all users. This is currently a very awkward connection if you are travelling any faster than walking speed.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

We are aware of the sensitivity of regenerating coastal shrubs and would like to see this carefully managed while still allowing future trail projects such as what the Brooklyn Trail Builders have submitted to the long term plan and what they will be submitting to this one. This will ensure we are heading in the right direction towards a world-class trails destination as stated in the overview about the regional trails framework overview. Trails also create great access for predator control, monitoring and replanting.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

Only comments are with the re classification would be to ensure that people on bikes don't lose access to these reserves. Biking is becoming an increasingly popular sport/recreational activity and commuting option. If conflict could be managed in small suburban reserves, we would like to see a connected network of trails for shared use to allow trails in reserves to serve as local commuter options. The demand of local loops off the road and on natural terrain so users can enjoy from their door and reduce their need to jump into the car and all drive to wherever their closest trails are is increasing as traffic on our roads are and awareness of our carbon footprint.

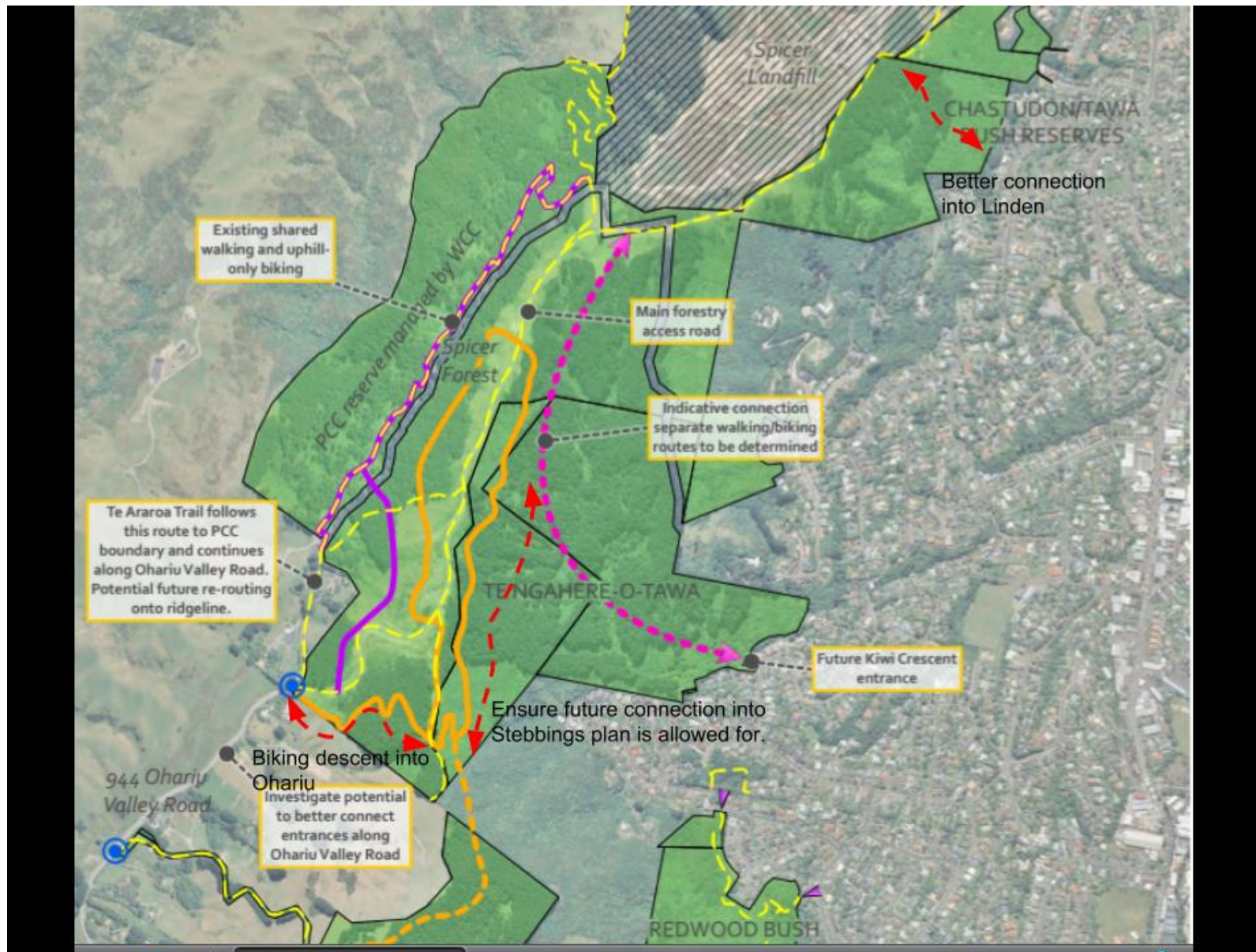
19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

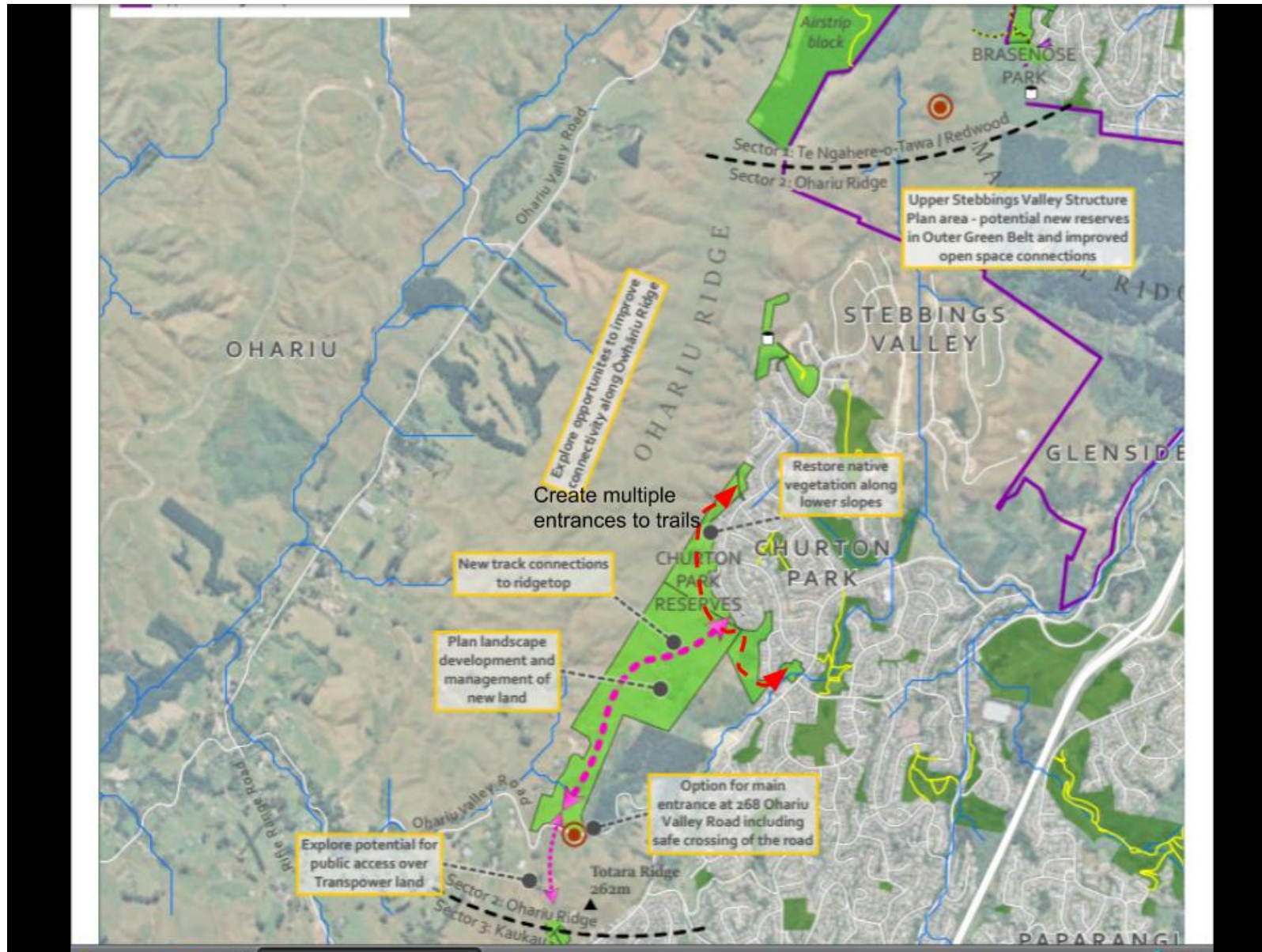
Comment for Q 10. As our population increases and more suburbs pop up, it is vital to ensure we have green space to get away from paved paths and developments. As mentioned in the document, there is much to appreciate about our Green Belt and in creating access to as many communities as possible to enjoy from their door will just make it more valuable. Overall we believe this plan is a great step to filling gaps in the Green Belt, not only space wise, but also trail connection wise and native re-vegetation. There are many local community groups that would be happy to help. This will create a sense of community ownership and also great value for dollars. Wellington is very unique

in how close we live to protected crown-owned nature and as the population grows, so should our reserves and need for them.

Attached Documents

| File |
|---------------------------------------|
| Te Nga-Here Tawa connected |
| Sector 2 connected |
| Outer Green Belt Management Plan 2019 |





Please click on the link below to view the document

[https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11549_B2S2Q6_Te Nga-Here Tawa connected.jpg](https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11549_B2S2Q6_Te%20Nga-Here%20Tawa%20connected.jpg)

[https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11549_7NY5H9_Sector 2 connected.jpg](https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11549_7NY5H9_Sector%202%20connected.jpg)

First Name:

Last Name: *

Eleonora

Sparagna

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Brooklyn

City:

Wellington

Country:

New Zealand

PostCode:

6021

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|----------------------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

it's great to have animals so close to the city, and it is best to use money to manage the land and access than to manage the grass!

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☒ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I do not agree private land should be forced into the Outer green belt. Council should work with residents and owners of private land to listen to our advice and experience with the land, and work with incentives not further regulations. More regulations will require money and resources to implement and will exacerbate the relationships with private owners instead of making them better and create a collaborative effort towards the greater good. Keep private land out of the outer green belt.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

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18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

I do not agree private land should be forced into the Outer green belt. Council should work with residents and owners of private land to listen to our advice and experience with the land, and work with incentives not further regulations. More regulations will require money and resources to implement and will exacerbate the relationships with private owners instead of making them better and create a collaborative effort towards the greater good. Keep private land out of the outer green belt.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I do not agree private land should be forced into the Outer green belt. Council should work with residents and owners of private land to listen to our advice and experience with the land, and work with incentives not further regulations. More regulations will require money and resources to implement and will exacerbate the relationships with private owners instead of making them better and create a collaborative effort towards the greater good. Keep private land out of the outer green belt.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Gordon

Last Name: *

Somerville

Organisation:

Individual

On behalf of:

Postal Address:

Suburb:

Northland

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|----------------------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

Green connector? Loses definition at Northern Boundary. It should roll down to Titahi Bay. The change in management will cause problems in the future as is occurring at present with inappropriate development in remnant native bush. Protects and connects nature? The vision is being impaired by inappropriate policy choices which adversely impact protection.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Parts 3.2 Nature, Part 3.3 Landscape, Part 3.4 Culture and Heritage, Part 3.5 Recreation and Access. You can't have an insightful consultation if you leave these out. Getting people to comment on which portions they think are important to them would give a much better feel on where to direct

your resources. You need to get the Southern flank of Mt Kaukau protected by reserve status before proceeding with any access plans.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
- ☒ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). Click here for maps showing the proposed track networks.

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

No walking loop track should exit on to the ridgeline. Activity Heatmaps clearly show that bikes will use any track available whether they are permitted or not. Until this problem is resolved no tracks should proceed.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The steep eastern side of the ridgeline has quite a few lines of remnant shorelines. On Johnston Hill this line is at about 220m asl. This line avoids the steeper upper slope and the incised ravines lower down. Another example on Johnston Hill The Fletcher car park. It is on such a shore line bench which extends almost to the Hauraki Street track yet there is no track on it. It would form a short easy walk giving further connections to the cemetery and beyond.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Sheep would be easier on the landscape. Fewer paths to dodge. Let the bush regenerate. If you require views then the wind may keep some areas open or you could plant tussock. If it can suppress weed growth then it is worth a try.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

I'm ambivalent. I do not think people make their decisions based on such facilities. However, I would like the Council to provide more rubbish bins at entry/exit points with reminders like 'Carry out all that you carry in!' I was disappointed when a lot of bins in the cemetery were removed a few years ago. A cemetery worker said the rubbish collectors didn't like the dog poo. So guess where the poo goes now. Also, while you are at it, please put a rubbish bin at each bus stop.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton

Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

The southern slopes of Mt Kaukau should have reserve status.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

6.4.3.5.2(a) No. You have made a big enough mess already. Do not add to it. (b) No. Do not connect Otari to anything that facilitates illegal bike activity. The loop should be within Otari.
6.4.3.5.3 (a) No. This proposal should not proceed to consultation. It violates all your Visions, Principles, Key Values, Objectives you have expounded in this document. (b) No. Calling the building of any downhill 'ecologically sustainable' is a joke ... right? 6.4.3.5.6 Yes. I've been assured it's worth doing. This area may be worth a plan in it's own right. Dog Walking Reinforcing the message that Wellington is one of most dog unfriendly cities in the world?

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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| | Yes | No | Don't know |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

This is an area that meets one of the basic requirements for an ideal downhill MTB track .. a vertical drop of over 300 meters! This is where the Wellington Mountain Bike Club should be directing its attention.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

I'm not really familiar with the ramifications and implications of the various types of reserves. At a glance Scenic Reserve (B) appears to be suitable providing the political will is there.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I would like to congratulate the people involved in the production of the draft plan. It is a vast improvement on other draft plans that I have seen. However, it's sheer size and complexity makes it

difficult to comprehend and hence critique in the detail that it deserves. I will be sending a supporting email which will discuss other points I wish to make. Thank you Gordon Somerville

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

Shona McCahon

Subject: FW: Johnston Hill MTB Tracks

From: . [REDACTED]
Sent: Thursday, 14 March 2019 8:37 AM
To: Shona McCahon
Subject: Johnston Hill MTB Tracks

Hi

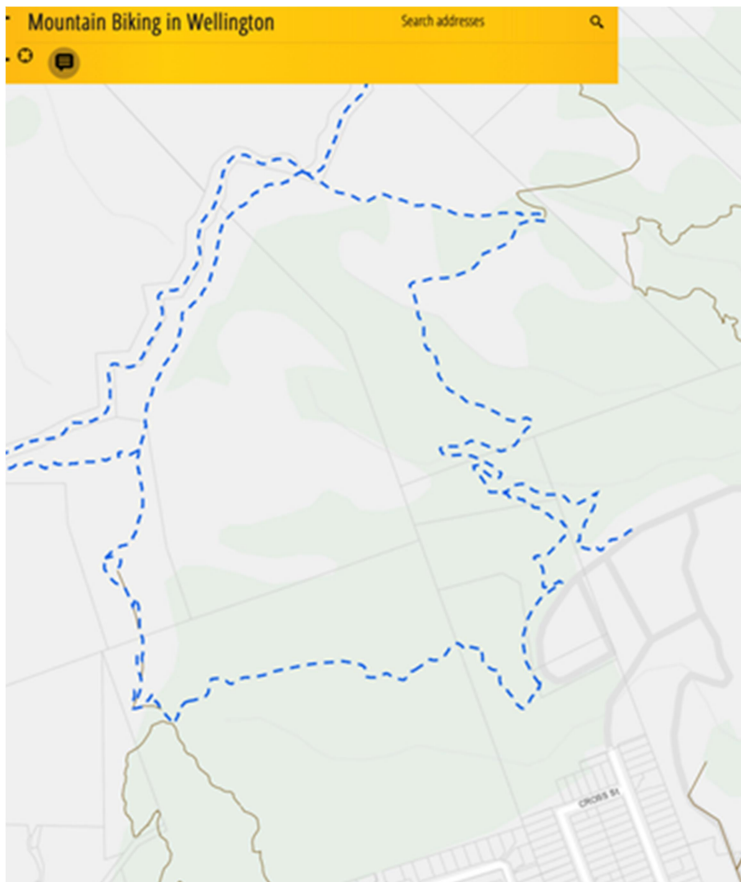
You might be interested in this screen grab from the WCC online maps site.

It shows "official" MTB tracks on Johnston Hill.

The question of course is ... how did this happen?

Regards

Gordon



Shona McCahon

From: [REDACTED]
Sent: Sunday, 24 March 2019 4:27 PM
To: Shona McCahon
Subject: Outer Green Belt Management Plan 2019

Hi Shona

This is NOT my final supplementary submission just the second

It is to draw your attention to an inaccuracy in the Sector 4 Chartwell / Karori Park - Current Map. It shows Kohekohe Track, and part of the Blue Track as shared. This is not correct, They are both totally in Otari - Wiltons Bush. Also the southern portion of the Otari - Cemetery connector is shown as shared as well. This is pointless as this section is almost all steps and is solely a connector to Otari.

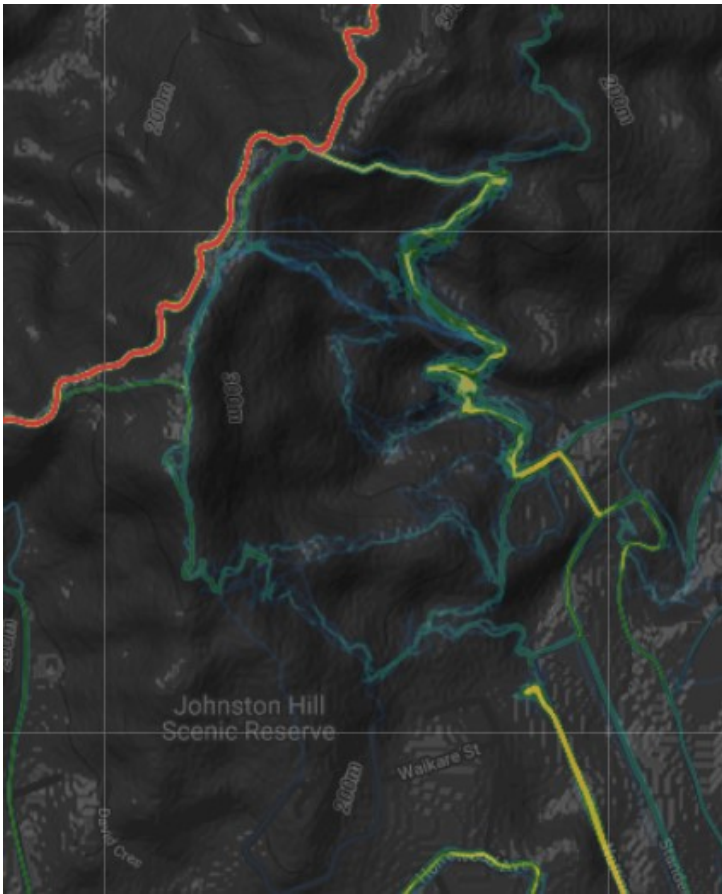
To emphasise



and



The following screenshot is an "heat map" showing cycling activity in the area. You can clearly see Kohekohe Track has cyclists using it and the illegal tracks in the headwater catchment area of the Kaiwharawhara Stream.



You will see what is going on if you compare it with the Ssector 4 map.

Regards

Gordon Somerville

Shona McCahon

From: [REDACTED]
Sent: Tuesday, 2 April 2019 3:00 PM
To: BUS: Outer Green Belt Management Plan
Subject: Outer Green Belt Management Plan January 2019 - Submission - Part 1

To Bec Ranssay / Shona McCahon, Outer Green Belt Team

Thank you for the extension of time to allow me to complete my Submission

I would like to start by making some comments about

Plantation Forestry (4.3.2.3 p47)

The generally accepted lifespan of *Pinus Radiata* is 80 - 90 years. The pines on Johnston Hill are about 40 years old as I have walked through them when they were knee high. They now have another 40 to 50 years of increasingly senile life left. They are not in particularly good health, they have pine needle blight, are shallow rooted in erosion prone soils and exposed to increasingly severe weather events due to anthropogenic climate change. This is clearly shown by the pines on the spur above Karori Cemetery. They have suffered wind blow-down and some are now leaning against their neighbours for support waiting for the next storm to fell them.



The risk of injury is acceptable if you are passing through the pines but establishing a recreational facility within them would be imprudent to put it politely.

All references to recreation in this section should be excised.

Place Names (4.4.2.3 p51)

I wholeheartedly support the establishment of new names in the OGB. You can not have a meaningful discussion without them.

Motorised Vehicles (4.5.2.2 p53)

This section completely avoids the use of "unmotorised" vehicles that are increasing in number and range at the moment. Not having a section on these types of vehicles means consultation does not take place and Council management are in danger of being blindsided yet again.

People are familiar with muscle power variants and have even considered the electrically assisted variants evaluated under the Open Spaces access Plan. I looked at their capabilities when the plan was published and concluded that they were both under powered and also lacked sufficient battery capacity at that point of time.

That situation has completely changed in the last decade. Electric motors have evolved to the point that, although they can claim to be under the registration radar with a nominal power of 250W, (thereby claiming to be merely assisting the rider), they also have peak power of about double the claimed nominal. The batteries now provide the rider with over 5 hours of capacity between charges .

The plethora of off-road variants include an MTB with 100km range, stand-on scooters with 8 inch wide wheels and 500W in-hub motors, even a Segway based off road wheelchair with a no hand-control system (invented in NZ). A "gravel bike" has also surfaced and I've seen an off-road skateboard that looked really capable.

Prices ? They are not much more than a topline MTB.

Try googling Consumer.org.nz , CleanTechnica, Electrek ...



Greyp G6 E -MTB

The implications for the track network are sobering as these vehicles can double the power of a human rider.

Which leads to :

Track Network (4.5.2.3 p54)

2(b) Complete Skyline Track as a shared track ...



Multiple tracks on Kilminster Heights

What this photograph does not show is that there are two more tracks, one on the skyline of the knoll and another out of sight on the left. These tracks reflect the reality that bikes can go downhill on a hair-raising Death or Glory track but need a gentle uphill track or two depending on fitness.

You might be able to share an uphill track but not a downhill.

A lot more careful design work will be needed to complete a safe and enjoyable track along the whole of the Skyline Route. A lot more engineering is going to be needed than just connecting the present hotchpotch of farm tracks and previously used sheep and cattle tracks.

It is a lot cheaper to do a thorough and high quality design than to remediate an off the cuff botch up.

2(b) Upgrade and Add to Lateral Tracks to provide adequate .. exit and entry points

These tracks will be crossing a Key Native Ecosystem that is critical to achieving a world class asset for Wellingtonians to be proud of. This looks like a request for the Council to give itself Carte Blanche. Since the Open Space Access Plan was used as an excuse to put in an intermediate category MTB Downhill Track through the Key Native Ecosystem on Johnston Hill, you will excuse me if I express some doubt in handing the Council another blank sheet.

Any such lateral tracks crossing the Key Native Ecosystem should be subject to a full, nitpicking, onerous, very public, consultation and approval process.

--End Part One--

Shona McCahon

From: [REDACTED]
Sent: Tuesday, 2 April 2019 3:03 PM
To: BUS: Outer Green Belt Management Plan
Subject: Outer Green Belt Management Plan January 2019 - Submission - Part 2 of 2

4.5.2.3.3 Manage all tracks ... for shared foot and bike-based use ..

This management policy is

1 - Pointless

Sharing tracks that already exist seems a reasonable and obvious starting point. Quicker and cheaper? Maybe, lets do a few sums.

To get a healthy amount of medium intensity exercise on tracks spaced about a kilometre apart : -

Walker : average pace 3km/hr, 2 hour walk.

| | |
|------------------------------------|----------------|
| Area required : 3km X 3km | = 9 sqkm |
| Total Track Length : (4x3) + (4x3) | = 24 km |
| Track Area (0.5m x 24km) | = 1.2 hectares |
| Operating Space (1m x 24km) | = 2.4 hectares |

Biker : average pace 12 km/hr, 2 hour ride.

| | |
|--|-------------------|
| Area required : 12km x 12 km | = 144 sqkm |
| Total Track Length : (13x12) + (13x12) | = 512km. |
| Track Area (0.7m x 512 km) | = 35.84 hectares |
| Operating Space (2.7m x 512km) | = 138.24 hectares |

A biker requires 16 times the area, 21 times the track and 54 times the space to get the same amount of exercise as a walker.

Pointless.

Conclusion : A lot of angst for virtually nothing gained.

2 - Damaging

A walker requires only a minimal track width (0.3m - 0.5m), minimal operating space (0.8m - 1.0m), a smooth predictable natural tread surface and can accomodate steep climbs by using ergonomically suitable steps.

Compaction of the tread is the main track damage. The narrow width of the track means that breaching the canopy is seldom a problem, as regeneration has progressed to the point of overtopping such pest species as Gorse and Darwin's Barberry.

A biker is riding a rigid, dynamically moving object while making certain he can see and react in time to the challenges ahead.

Track widths vary from 2.5m for "1. Easiest " to just a tyre width for "6. Extreme".

Surface from "compacted/stabilised base course" to "Anything - likely to be unsustainable'. (Source : The NZ Cycle Trail.)

The photographs are of an intermediate grade track so a wide range of rider skills.

The easiest way to understand the damage from rolling tyres is to visualise a bike moving through a shallow puddle.

A bow wave at the front and a "rooster tail" behind.

The flexing of the tyres loosens the surface then the pieces are plucked out and flung up in the air.

A slow but inexorable process of damage.

Intermediate grade Downhill Track damage - Johnston Hill

Track was bulldozed just after the Open Spaces Access Plan was accepted. The sunken trough is the result of about 2 years damage by bike tyres. The track on the right is a foot pad. Walkers avoid the bike track as if they over-balance their foot catches the side of the trough.

The grass and the gorse have resulted from the canopy being opened up setting back regeneration by at least a decade.

Rabbits now eat the grass and mustelids the rabbits.

An expert rider produces a rut the width of a tyre.

Expert rider track damage H H Allan's Path, Otari - Wilton's Bush

Walkers avoid the rut hence the two foot pads. The vegetation is trimmed to bike track standard above the track hindering canopy regeneration,

3 - Expensive

Compared to a walking track building a bike track is not a simple task. Extra work is required for water control, sculpting the track to suit the requirements of wheels, with berms, reverse gradients and the humps, dips and jumps and different requirements for uphill and downhill tracks, and bypasses for difficult sections.

Maintenance costs are also higher due to the greater damage by the bike exacerbated by water erosion and wider sightline required.

4 - Risky

The risks are those related to the mixing of users with differing attitudes, expectations, and vulnerabilities.

Bikers have a much greater potential to injure the other in a collision but are also at a disadvantage in avoiding the impact by virtue of speed and lack of manoeuvring ability. They are better protected by virtue of using helmets and riding a space frame.

Walkers are far more vulnerable and much more likely to be aged.

Sign with a very valid comment - Johnston Hill

I have heard of two incidents where a cyclist almost collided with a group who thought they were walking on a walkers only track.

I contend the Council is being legally negligent in persisting with the shared track policy,

Summary : Pointless, Damaging, Expensive, and Risky

6.4 SECTOR 4 - CHARTWELL / KARORI PARK

Consistency in Sector definition is required across all documents. Clarification of legal status is proceeding. I welcome that development.

The Open Areas Access Plan caused confusion by including Johnston Hill in Otari - Wilton's Bush.

Subsequent management of the area has appeared to be in abject disregard of the Council's obligations under the Key Native Ecosystem Agreement and possibly in breach of its obligations under the Reserve Act.

The biking tracks on Johnston Hill on the Council's MTB database should be removed

The downhill biking track on Johnston Hill should be closed and the damage remediated.

The shared track status of the Cemetery - Skyline Connector should be revoked.

The gates to the Skyline should be locked and bolted (or removed), cattle stop access should be removed and bikes banned.

Consideration should be given to changing the management structure to better enable consistent policies across the Western Forest Key Native Ecosystem. It may be that Johnston Hill should come under the purview of Otari - Wilton's Bush. In this manner it may well avoid the apparently exploitive decisions that have taken place.

Track Standards, Research and Evaluation

Throughout the document standards are referred to as though they are Holy Writ and not to be disputed.

I think that they need to be appropriate to the area and purpose.

The Key Native Ecosystem requires a more nuanced type of track that fits between the pest control tracks and a tramping track.

It should have a weight bearing surface, be water permeable, about 400mm wide, flexible enough to wind its way through trees, easy to install and remove, so allowing the ecosystem to thrive and recover.

It would also be nice if the surface was joint friendly.

Such products appear to be coming on to the market

I suggest that possible solutions be investigated and evaluated.

Overall

The visions, principles and rules espoused in the Draft Plan appear to be sound.

They should be followed wholeheartedly, not subverted.

Thank you for considering my submission,

Gordon Somerville

First Name:

Joanna

Last Name: *

Smith

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☒ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|----------------------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Why/why not?

No alternative options are provided, so it is impossible for me to judge whether the proposed plan is the best way of delivering the desired vision.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I would like to make the general point that I think there are already plenty of tracks for mountain bikers. While I am comfortable with Makara Mountain Bike park being maintained and enhanced, I think there should still be a good network of tracks that are preserved for walkers and runners only. Having to share tracks with bikers can be extremely difficult or even dangerous, particularly on narrow tracks like around Wright's Hill and Polhill. It would have been more helpful if the draft plan included alternative options, expected benefits and associated costings - it is hard to have a view on proposals without knowing how much they will cost.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Bernard

Last Name: *

O'Shaughnessy

Organisation:

-

On behalf of:

Postal Address:

Suburb:

Miramar

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

Kia ora

I have today posted a written submission form but the postage service is rather un reliable these days.

Hence I wish to ensure that you receive this pro forma submission as I do wish to attend and speak to my written submission.

Thank You -have a great week-end

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other

means to maintain the existing character and views

- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Yes I wish to make a number of comments as per my written submission

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

Draft Outer Green Belt Management Plan 2019

The Outer Green Belt reserves support the growth of Wellington City and our compact urban form. The draft management plan describes how the Outer Green Belt provides ecosystem services to the city (such as providing fresh water, holding carbon and protecting soils and vegetation).

The draft plan also notes the role of the Outer Green Belt as a recreation space that is easy to access and where people can participate in a range of activities such as walking, running, biking or participating in environmental care groups. This allows people to meet others in their community, lead active lives and foster a connection to the natural environment, even though they live in a city. The plan includes ideas about how the reserves can support city resilience and help create resilient communities.

The draft plan and Summary Document will help you complete this questionnaire. Feel free to skip any questions that don't affect or interest you.

We want to hear your views on the proposed Draft Outer Green Belt Management Plan 2019. You can answer these questions online at wellington.govt.nz/OGBplan, email your thoughts to outergreenbelt@wcc.govt.nz or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 25th March 2019.**

Privacy statement - what we do with your personal information

All submissions are provided to elected members. Submissions (including names but not personal contact details), will be made publicly available at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

Your details

| | |
|--|-----------------------|
| Your name*: | BERNARD O'SHAUGHNESSY |
| Your email or postal address*: | [REDACTED] |
| You are making this submission: | |
| <input checked="" type="checkbox"/> as an individual | |
| <input type="checkbox"/> on behalf of an organisation. Your organisation's name: | |
| I would like to make an oral submission to the Councillors <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| If yes, please give your phone number so that a submission time can be arranged*: Email first only. | |
| [REDACTED] | |

*mandatory field

Draft Outer Green Belt Management Plan 2019

| |
|---|
| 1. Do you agree that the Vision statement on the front of the Summary Document or in Part 2 of the draft plan captures what is special about the Outer Green Belt Reserves? |
| <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know |
| If not, why not? |
| [REDACTED] |

continue next page

2. Looking at the Summary Document section 'What is the Outer Green Belt?' or at Part 2.3 and Part 3 of the draft plan, do you agree with:

the Guiding Principles

☒ Yes

☐ No

☐ Don't know

the Key Values

☒ Yes

☐ No

☐ Don't know

3. Looking at the plan highlights in the Summary Document, do you think these will help achieve the Vision that *the Outer Green Belt*:

is Wellington's wild green connector

☒ Yes

☐ No

☐ Don't know

visibly defines the edge of the city

☐ Yes

☒ No

☐ Don't know

protects and connects nature

☒ Yes

☐ No

☐ Don't know

invites people to escape and explore

☐ Yes

☐ No

☐ Don't know

Why/why not?

I don't want it to

Leave nature as it is and
not invite/encourage us
stupid humans to run around
all over the place

4. Looking at Parts 3.6, 3.7 and 4.6 of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

☒ Yes

☐ No

☐ Don't know

What do you think could be added?

Have some areas totally
restricted to human activities.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (*the Skyline Track*) is identified in the plan as the main priority for track development in the next 10 years (*refer to part 4.5 of the draft plan*). Do you agree that this should be the main priority?

☐ Yes

☒ No

☐ Don't know

2. Looking at the Summary Document section 'What is the Outer Green Belt?' or at Part 2.3 and Part 3 of the draft plan, do you agree with:

the Guiding Principles

☒ Yes

☐ No

☐ Don't know

the Key Values

☒ Yes

☐ No

☐ Don't know

3. Looking at the plan highlights in the Summary Document, do you think these will help achieve the Vision that *the Outer Green Belt*:

is Wellington's wild green connector

☒ Yes

☐ No

☐ Don't know

visibly defines the edge of the city

☐ Yes

☒ No

☐ Don't know

protects and connects nature

☒ Yes

☐ No

☐ Don't know

invites people to escape and explore

☐ Yes

☐ No

☐ Don't know

Why/why not?

I don't want it to

Leave nature as it is and
not invite/encourage us
stupid humans to run around
all over the place

4. Looking at Parts 3.6, 3.7 and 4.6 of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

☒ Yes

☐ No

☐ Don't know

What do you think could be added?

Have some areas totally
restricted to human activities.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (*the Skyline Track*) is identified in the plan as the main priority for track development in the next 10 years (*refer to part 4.5 of the draft plan*). Do you agree that this should be the main priority?

☐ Yes

☒ No

☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3). Click here for maps showing the proposed track networks.

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | | | |
|----------|------------------------------|-----------------------------|-------------------------------------|
| Sector 1 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 2 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 3 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 4 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 5 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 6 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 7 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Yes the plan does but I
don't want the outer green belt
opened up

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Solutions to the steep climb.

- a) Tunnel - planning guys love tunnels
- b) Escalator(s)
- c) Bus service (get CWRAC to send up the No 2 bus!)
- d) have city officers carry people up (like in Nepal).
- e) Tow Ropes (like ski fields)

8. The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

Do you support the draft plan proposal to phase out grazing animals?

☒ Yes

☐ No

☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

- a) Get the sheep, cattle, & horses away from the streams.
- b) BBQ all the grazing animals
- c) But do not compensate the farmers

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

Do you support this proposal?

☐ Yes

☒ No

☐ Don't know

Do you think it will encourage more people to use the Outer Green Belt reserves?

☒ Yes

☐ No

☐ Don't know

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

but I don't think we should encourage more
Council must improve all of its toilets across the city first before this plan.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes

☐ No

☐ Don't know

Why/why not?

But it shouldn't cost an "arm and a leg" to get there.

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions and descriptions for each sector (*shown on the Map Page*).

11. Sector 1 (Te Ngahere-o-Tawa/Redwood) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☒ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☒ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

In the 1970's I lived in Tawa
and walked and tramped in this area.

On the top ridges its subject to
high winds & extreme temperatures / opening it up
will invite accidents.

12. Sector 2 (Ohariu Ridge) runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☒ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☒ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

13. Sector 3 (*Kaukau*) extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☒ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☒ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

14. Sector 4 (*Chartwell/Karori Park*) extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☒ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☒ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☒ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

a) I lived in South Karori for 3 years
 b) I completed Education Teaching Diplomas there
 I'm glad I left Karori.
 But if you invite heaps of humans
 to roam the hill (on bike's) the
 environment will be punished.

15. Sector 5 is Makara Peak. This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable about this particular area?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☒ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☒ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

16. Sector 6 (*Wrights Hill/Zealandia*) extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☒ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☒ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

17. Sector 7 (*Te Kopahou*) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☒ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☒ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the proposed reserve classifications in the draft plan? Please provide the name and/or legal description of the reserve and your comments.

These are technical issues
that must be addressed by Council
planners and are beyond
comprehension of the average ratepayer.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan 2019.

Yes - heaps!

First Name:

Alastair

Last Name: *

Smith

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Aro Valley

City:

Wellington

Country:

New Zealand

PostCode:

6021

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
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| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

New entry points with information/interpretation will help raise the profile

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

Electric assist bikes (e-bikes) have become a popular way for people, particularly those older and less able, to experience biking in the outdoors. Currently e-bikes are permitted on most of the tracks in the Outer Green Belt that are open to non-powered bikes. This seems to have created little if any conflict, and now it would be appropriate to allow e-bikes on all trails that are open to non-powered bikes, including those in new sections of the Skyline such as between Old Coach Road and Spicers. Lightweight mobility scooters (an example is the TravelScoot) which can be carried to

track entrances by car or public transport, are a way for less able users to explore the Outer Green Belt. While these do not require tracks that meet full wheelchair access standards, in building and maintaining tracks consideration could be given to making them more accessible to mobility scooters. These include: minimising camber and gradients, avoiding steps, avoiding deep loose gravel, and keeping track width to a minimum of 1m. Doing this will benefit other track users as well.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). Click here for maps showing the proposed track networks.

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Zig-zags!

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

This seems to have been very successful on Auckland's Maungawhau/Mt Eden. The summit is more pleasant without cattle, and the grass that has been planted seems to be self managing.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

McLintock Street could be a good start, being relatively accessible by public transport and close to the skyline track Chartwell Bush/woolshed looks like a good place for an information centre, but is a bit of a hike to skyline track itself. Don't have a firm view on the other potential entrances

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes

- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

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| | Yes | No | Don't know |
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Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

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15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Look forward to seeing a joined up Skyline Track from Porirua to the south coast

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Graeme

Doherty

Organisation:

N/A

On behalf of:

Postal Address:

Suburb:

Ngaio

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
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What do you think could be added?

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- ☒ Yes
☐ No
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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Can you implement the track on the south flanks of Mt Kaukau first and do it now.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
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- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

It's part of the green belt. The alternative, over the long term is lots of bush, which is OK but you then lose the main attraction which are the vista views. Grazing animals are the most cost effective means to keep those views rather than the expense of ongoing maintenance activities by humans.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

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Please add here anything relevant to this sector that you think is not covered in the plan.

There's lots of matters that you are asking a single answer encompassing everything, so I don't agree with this approach. I do not agree with 6.3.3.3.b about removing grazing. With reference to 6.3.3.5, undertake all those initiatives within a 1-3 year timeframe especially 6.3.3.5.4b, which should be the highest priority

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Section 6.7.2.5.2 seems to contradict Section 6.7.2.5.3, where the former is an action to increase the number of tracks and the latter to restrict the number of tracks to existing. I prefer the former.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

It's great to see action being taken to manage and preserve the outer green belt. It was a big document to go through and the submission form asks for a single answer to multiple actions, some of which I agree with and some of which I disagree. It was then hard to answer yes or no to a specific question that covered multiple actions

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Rob

MacIntyre

Organisation:

Destination Planning Ltd

On behalf of:

Postal Address:

Suburb:

Plimmerton

City:

Porirua

Country:

New Zealand

PostCode:

5026

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|----------------------------------|----------------------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

Parts of the Green Belt run through the city as as we expand there will be more city on the outer.
Facilitating recreational access is critical and consistent with protecting the ecology

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

yes we in addition to destination trail parks such as Makara Peak, there will be increased participation in physical activity if people have trails accessible from home, where they do not need to drive, or can drive a short distance to recreate in the morning, lunch time or after work. This applies to all of the above areas

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Not sure if it's in the plan, but easy gradient ascending trails like Utiwai and The Doctor trails in Porirua, and these have proven that sustainable trails can be built in high ecological value scenic reserve

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other

means to maintain the existing character and views

- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

There may be some areas appropriate for stock that can be fenced off, which are not suitable for trails and have barriers to prevent effluent run-off. Otherwise yes get rid of them

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Tawa should be considered as well

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?

| | | |
|-----------------------|-----------------------|----------------------------------|
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I support submissions from Mana Cycle Group on connecting biking and walking trails to improve access from Tawa into the Rangituhi Trails area and the Porirua to South Coast trail

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I support the submissions from Brooklyn Trail Builders, Wellington Mountain Bike Club and Mana Cycle Group. Facilitate the development of a mix of bike only, walk only and dual use trails where appropriate. More bike-only trails will be needed as all of the trails gain increase usage, to ensure safety and user enjoyment for both walkers and bikers. Continue engaging the trail building clubs to support restoration around the trails. North Wellington/Tawa has been neglected by WCC with respect to MTB trails and it is positive to see consideration of new trails now.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Geri

Kraal

Organisation:

On behalf of:

Postal Address:

Suburb:

Wilton

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

- Some level of grazing is beneficial for the some of the diverse eco systems already established, ie Wellington Green Gecko open ground is essential. Birds in tough times drought or cold benefit from seeds in the droppings of stock. The native Koura have co existed with the stock here for over 50 years which is something that I have witnessed. - Careful fencing and use of cattle stops which are in place in many areas already can provide a good solution, enabling grazing animals to remain in the OGB. - Grazing animals are an important heritage feature of the Kilmister Tops, dating back to over a century ago. - Many people like seeing and interacting with grazing animals. - Grazing animals keep the ridges open and accessible at a low cost.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

I see that plenty of people use these area's already increasing weekly. We don't want to encourage parking lots in our paradise! We should be encouraging people to take public transport to these area's as I and many others do already. Toilets/porta loos are beneficial as we don't want humans to contaminate the environment. Drinking water would be a extravagant luxury, but very nice for those that did not bring enough water with them. As children on the farm we would drink out of the stream never got sick, more human traffic makes this not possible now. Signage is beneficial though the rough conditions do limit. Track arrows could be improved as I often act as a guide to those who have lost their way. Horses have been a significant feature of the valley for well over a century. Continued presence of horses supports the heritage nature of the area. I, my family, friends and visitors to the area appreciate seeing and interacting with horses and horse riding close to the city. The continued presence of horses is not inconsistent with development of the track and reasonable development of some other projects if adequate fencing, gates and cattle stops are put in place.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☐ Yes
☐ No
☒ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected

whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Bridle ways could be added.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Bridle ways.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
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| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

- Horses have been a significant feature of the valley for well over a century. - Continued presence of horses supports the heritage nature of the area. - I, my family, friends and visitors to the area appreciate seeing and interacting with horses and horse riding close to the city. - The continued presence of horses is not inconsistent with development of the track and reasonable development of some other projects if adequate fencing, gates and cattle stops are put in place.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Bridle ways.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

Sector 4 and Kilmister Tops - Proposal to remove grazing animals - Grazing animals, horses and horse riding have been a significant feature of the area for well over a century, since the days of Sky Farm and was strongly supported by the Kilmister family, when there were regular school trips to visit the working farm from many of the schools near by. - The continued presence of grazing animals and horses supports the heritage nature of the area. - The continued presence of grazing animals and horses are supported by members of the public, who often make special trips to visit the horses. I have even had members of Forest and Bird say that they bring family and friends to visit the horses. - I and my family personally appreciate seeing and interacting with grazing animals, horses and horse riding close to the city. - The continued presence of grazing animals and horses is not inconsistent with development of the track and the reasonable development of other projects if adequate fencing, gates and cattle stops are in place. - It's been a hidden paradise for around a century, do we want to change that?

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

- Entrance with water and toilets at the top/end of Chartwell Drive, near the sub station, so that it is an easier gradient for people to access the Kilmister Tops. This also won't impact on the current regenerating eco system bellow. Like the song goes - Don't it always seem to go, That you don't know what you've got til its gone, They paved paradise and put up a parking lot... - Encourage people Utilise public transport, isn't our aim to cut the traffic on the road?

Attached Documents

| |
|---------------------------------------|
| File |
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Hendrika

Kraal

Organisation:

On behalf of:

Postal Address:

Suburb:

Wilton

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Many people like to seeing and interacting with grazing animals which also will keep the ridges more open and accessible, at low cost. Native GREEN GECKO need open areas and native BIRDS benefit from the seeds droppings from the horses they all have live together for more than 50 years. They live there together before it was filled up.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Pim

Jansen

Organisation:

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

difficult to resolve without steps but preference for tracks to following contours to reduce the gradient of any climb (but aware of extra impact and cost)

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

☒ Yes

- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I favour letting the land revert to its original state (before people) but with access ways

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Mention is made of a new 'temporary' entrance at Kiwi Crescent, Tawa, to allow better access but this is not listed above - I would also be in favour of this development

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Local volunteers have played a large part in developing and maintaining tracks in the Tawa Bush Reserves - it was good to see that long-time effort being acknowledged and it is hoped that full and ongoing consultation with those groups will continue. I do have some concerns over the mixed bike and pedestrian up-hill tracks proposed - not ideal as bikes tend to cut up the track and we have been used to the pedestrian-only tracks in the Tawa Bush reserves. Is there an option for totally independent bike trails? I do accept the suggestion that an expanded Kiwi Crescent entrance could contain a car park and picnic area (being one of the adjacent properties).

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
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Does the draft plan support use of this sector by a wide range of people?

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Yes No Don't know
☐ ☐ ☐

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Does the draft plan support use of this sector by a wide range of people?

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19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

James

Last Name: *

Thomas

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Lyll Bay

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

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Why/why not?

Increased access. Clearly defines the areas included

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I am concerned that 4WDs are going to be excluded from access to the south coast

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Access by 4WDS

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
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Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No

☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Generally a good idea , however pests such as rabbits and possums will also have to be controlled

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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Many people get access via 4WD. Not everyone can walk/bicycle long distances so for many people 4WD access is very important for fishing, recreation and improving driving skills. It also reduces the maintenance required to keep the road open as the vehicles compact the ground on the track. It would be a real shame to have further restrictions to access.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

steven

Last Name: *

mcgovern

Organisation:

On behalf of:

Postal Address:

Suburb:

wellington

City:

wellington

Country:

New Zealand

PostCode:

0064

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
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8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I and many others like seeing and interacting with grazing animals. this is an ideal spot for the horses, there is a creek plenty of grazing and they are well cared for.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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no lots of people use it already it could lead to overcrowding and ruining the area.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

please keep grazing for the horses.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Mike

Last Name: *

O'Connor

Organisation:

On behalf of:

Postal Address:

Suburb:

Churton Park

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☐ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

The focus on strengthen the northern end of the outer green belt is required - opportunities to improve this need to be taken wherever and whenever they arise.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Zone 1 major entrance via Northern Stebbings Valley will be much more accessible for a broad range of users - the entrances from Ohariu Valley necessitate long road trips by most users. Zone 2 the main entrance should be developed off the road over to Ohariu Valley - the recent land acquisition allows for ample parking and easy access onto Ohariu ridge. In Zone 1 and 2 provide 1 or more 4 degree riser track similar to the Waiwhetu riser - dual mountain bike and foot uphill and foot only downhill. Upper Stebbings Valley may a low cost option for this in its northern reaches depending on outcome of the North Stebbings planning underway.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural

- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Removal of cattle will be a positive - they cause significant plugging in places and significantly impact the headwaters of many of the streams. Removal of sheep is less clear - they per animal cause significantly less damage to tracks and with global warming the fire risk needs to be carefully managed. Management of rabbits will be necessary in some areas they are becoming a significant population.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

1st 268 Ohariu Valley Road - 268 Ohariu Valley Road or McLintock Street; 2nd Upper Stebbings Valley - Ohariu Valley Road or Upper Stebbings Valley. 3rd Wrights Hill; 4th Brooklyn wind turbine; 5th Chartwell Bush/woolshed

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Need to recognise the local community will change to include Stebbings Valley / Churton Park. Critical to improve access from Tawa, Linden and Stebbings Valley to enable use by the community - may require acquisition of land at the end of cul de sacs in Tawa. The use of land for horse riding will have to be carefully managed - while a significant use currently the balance of users is likely to change significantly as access from the Tawa side is improved and the development of housing and associated access from Upper Stebbings Valley occurs.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I agree with most of the actions but the timelines for them are far too long. Waiting for housing development to occur will delay completion of the vision for the Outer Green Belt. Priority must be given to completing track connectivity along the main Ridgeline and associated access from areas of completed housing subdivision. 268 Ohariu Valley Road, should be utilised to build the major entrance for this sector and for sector 3 - the recent land acquisition provides a rare opportunity to do this without significant encumbrance from nearby housing. The timeframe for the landscape development plan for the 268 Ohariu Valley Road should be 1 to 2 years - not 3 to 5 - as it will leave too much uncertainty for the development of the track network and delay utilisation by nearby suburbs. Track development in the Churton reserves needs to commence as soon as possible - in the 1 to 2 years timeframe. Similarly the northern Stebbings track access to sector 1 should be in the 3 to 5 year time frame - not 5 to 10 years. The sector boundary should be placed along the line of Marshall ridge intersecting with Ohariu ridge - currently almost half of north Stebbings Valley is included in Zone 1 - the rationale for this demarcation is not clear.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| | Yes | No | Don't know |
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19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Brian

Hasell

Organisation:

On behalf of:

Postal Address:

Suburb:

khandallah

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

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Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

The main cause of damage to the track system is cattle, with sheep not such a problem. Perhaps you could start with excluding cattle.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

This looks good but I have no local knowledge of this sector

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Khandallah Park to Bells Track/ Crows Nest will greatly improve access for walkers and should be a high priority

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

The existing Skyline Track by the Reservoir is very confused by a variety of cycle path constructions. This needs to be improved as part of the future public access easement initiative.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I agree with the need to extend the Skyline Track through the Bike Park to Wrights Hill but the Draft Plan is unclear about the route, presumably because discussions are needed with the bikers. A route visiting the Peak and continuing along the western ridge (Leaping Lizard- great walking) continuing to the Waste Water Plant at S Karori Stream, together with a side walking route down Ridgeline (rather rocky) to come out at the South Karori Road Entrance, is I think essential as the plan is to eventually take it on to the South Coast. The Draft does not show a proposed new route from the Bike Park to Wrights Hill other than a Bypass link from Karori Park, which can be achieved now through Burrows. I would prefer the route from the South Karori Road Bike Park Main Entrance to Wrights Hill be a new walking track to one side of Deliverance with the lower part along the stream being dual use. The stream is a very special place with great atmosphere and bird life and all users should be able to experience it. The draft does not capture the special nature of the Salvation - Deliverance loop- hence my NO to Q1. I also have been watching with concern as multiple bike tracks appear on the landscape especially around the Peak- hence my Don't Know about protection of the natural environment. Perhaps the planting plan will do the trick.

16. **Sector 6 (Wright's Hill/Zealandia)** extends from South Karori Road, across Wright's Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. [Sector 7 \(Te Kopahou\)](#) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Paul

Alpe

Organisation:

Churton Park Community Walkers

On behalf of:

Postal Address:

Suburb:

Churton Park

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Refer to attached document submission

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No

☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Upper Stebbings Valley 268 Ohariu Valley Road

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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Please add here anything relevant to this sector that you think is not covered in the plan.

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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the

name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| CPCW Submission OGB |
| Outer Green Belt Management Plan 2019 |

Outer Green Belt (OGB) Management Plan 2019.

Churton Park Community Walkers

Background

The Churton Park Community Walkers are a very active community organisation that take an interest in developments in not only our Churton Park environment, but all those in the Wellington area that provide opportunities for our Group to walk and explore.

Our group comprises of 150 members (120 active) of which the majority come from the Churton park area. We also have members that come from far and wide in the Wellington area to participate in our activities.

Membership has a bias towards the 60+ age group, The Committee works hard to design interesting walks for Members consistent with the varied abilities and fitness levels within the Group. Health and Safety is a constant focus. The outcomes of the OGB management plan will be integral to the future activities of the CPCW.

Land

We understand that Wellington City Council (WCC) have recently acquired land adjacent to Churton Park to be included in the OGB which we endorse, however, our region does not appear to be well serviced when compared with other parts of the city.

We whole heartedly support the purchase of further land in Upper Stebbings Valley and Ohariu Ridge areas so that a continuous track of OGB land can be established between the Porirua Boundary and the South coast.

Tracks

The completion of the proposed Skyline track on the Western side of the city would be a valuable attraction to visitors and locals alike. Access to this proposed Skyline track must also be given priority from various suburbs (including Churton Park) so that walkers can get onto the track and develop walks of varying lengths along it.

Of particular interest is the lack of a track that links the Colonial Knob and Mt Kau Kau. The only access for walkers is via Ohariu Road which is very dangerous to walk along as in parts there is no footpath on either side of this narrow road.

Porirua City Council

We also urge the WCC to liaise with the Porirua City Council (PCC) so that the northern end of the OGB at the Porirua City boundary and the end of the proposed Skyline track extension, works in with tracks that the PCC have and/or are planning. This way we would hopefully be able to extend a walkway from Paekakariki to the South Coast in an integrated fashion.

Conclusion

We totally support the completion of the Skyline walkway with a view to having a continuous walkway for the use of walkers from our group and others, including access points up onto this walkway along the way.

Thank you for the opportunity to participate in these discussions.

Churton Park Community Walkers

Paul Alpe

Convenor



DRAFT

Please click on the link below to view the document

https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11564_H44CLU_CPCW_Submission_OGB.doc

First Name:

Jane

Last Name: *

Campbell

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|----------------------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Why/why not?

The track network is too wide and allows for too many areas to be open to track networks.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Greater surveillance of all reserves to ensure unauthorised tracks are not cut in.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Sector 4: Johnston Hill should not have any tracks. The ridge line can be connected via Karori Park. Sector 6: Area is too steep and is a good challenging walkway for walkers and steep tracks can be found on Makara Peak for mountain bikers.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Long grass in a long hot summer increases the likelihood of grass fires and the potential for forest fires.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Parking areas need to be monitored as popular areas can encourage illegal parking which can damage the terrain.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☒ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

The available tracks in Karori Park bush area are not not very extensively used and there is no need to add more through the bush area here or to add tracks to Johnston Hill where tracks are not allowed at present. Ridge top alone is all that is needed.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

This area is well supported by the Makara Peak group.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

The existing tracks in this area are all that is necessary.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Darrell

Last Name: *

Hart

Organisation:

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|----------------------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Currently there is only one access point at Kiwi Crescent and no details of others. The Clauston access is so steep it is barely usable for most. I welcome the proposed main bridle track proposed and this needs to try and reduce the gradient or provide relief from being 100% ascent one way or 100% descent the other. Again loop track options would help. There definitely needs to be mountain bike access up and down. I disagree with the bike up only on the Te Aroha Track to Ohariua Rd and there should be a bike access on the west side of the landfill back to spicers botanical park.,

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

I think this question is insightful and is extremely important to the success of the vision. People do want to access these areas but are prevent from doing so because they do not know where to start, what to expect, or it is too difficult. My suggestions are: a. make options for walking and biking. Kids especially will bike but not walk. The tracks need to cater for them and not be too hard. b. provide really good signage information and online connection points to detailed maps so people feel safe and informed. c. provide access from the top where you can. Enable people to drive to a high point and loop or walk/bike down. I would love to see the meridian road opened up for this purpose and loop tracks run off this.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle

- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Running a mini tractor mower over tracks works really well where grass grows ie not in the bush.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Not sure about the order. A few weeks ago I meet a family of two adults with two young kids at the end of Ohauria Road at the carpark. I had just biked down. They wanted to go for a bush walk. They did not know where to go and what was suitable. I told them the track entrance was a few hundred metres up what looks like a private road (it has iron gates at the entrance even), but that there was just one track here and is was a few kms of up hill walking. With young kids they may be better off on the Porirua side. Improved information, better access for familys, more loop tracks.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected

whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

This is the part of the plan I am most interested in as I live in the area. I broadly agree with the plan but I have the following concerns: 1. The transition from exotic to native forest needs to be managed carefully so as not to make the area unattractive and also logged out via Meridian road in a manner that does not block off access to the whole area. I know the plan talks about this being done gradually and in sections but what this really means can have a wide interpretation. 2. As per my comments above access points, loop track details, and road access from top, tracks for family would be key points to ensure a wide of people can and would regularly use the facility. I already use this area every weekend and I welcome more development for more people to use and enjoy it.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

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| | Yes | No | Don't know |
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| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

- Does the draft plan support community partnership in this sector? ☐ Yes ☐ No ☐ Don't know
- Does the draft plan support use of this sector by a wide range of people? ☐ Yes ☐ No ☐ Don't know
- Will the plan ensure the natural environment continues to be protected and improved in this sector? ☐ Yes ☐ No ☐ Don't know
- Do you agree with the actions for this sector? ☐ Yes ☐ No ☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

- | | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

- | | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

- | | Yes | No | Don't know |
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Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I think this seems to be going in the right direction and a lot of the success will depend on how well it is done.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Peter & Gayle

Last Name: *

Williams

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

Nil

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other

means to maintain the existing character and views

- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Regeneration is a key benefit. One only has to compare photographs of the Karori reservoir valley when cleared for grazing and now that the Zealandia project is established to see how un-natural and destructive the open, grazed tops are. The Plan rightly acknowledges that existing view points should be maintained.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| Yes | No | Don't know |
|-----------------------|-----------------------|-----------------------|
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

We are concerned by the proposal to build new mountain bike tracks in the area between Johnston's Hill and Karori cemetery. Tracks in the pines may be acceptable, but the proposal skirts the issue of how downhill bikers on the proposed tracks will exit the area. It is almost certain that they will park in the cemetery or adjoining roads, and come out via tracks the proposers suggest will be uphill only. The current proposal does not allow for exit from the downhills without having to continue on walking tracks. The damage caused by bikes braking hard and skidding on corners of the Wright's Hill shared tracks is plain to see. There may not be many walkers in the Johnston's Hill bush, but solitude is one reason for enjoying the present tracks. Bike riders we've encountered are generally courteous, but the long-term adverse effects on the track are evident. Bikes should definitely be kept out of the Manky Stream; walkers like us enjoy the more strenuous climb. Mountain bikers have a special reserve in Makara Peak; to the extent that walkers cannot reasonably access that hill.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

17. [Sector 7 \(Te Kopahou\)](#) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Diana

Last Name: *

Hilgert

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☐ Yes
☒ No
☐ Don't know

If not, why not?

I disagree with the vision statement because it is too narrow a view. I value natural ecosystems untouched by human and I appeal to the Council to leave the outer greenbelt near to as it is now. The city is well serviced with green space, walking tracks, biking tracks and the like. There are heaps of places to get outdoors, get a view, ride your bike. There isn't a need for more development for human use and I don't want to live in a city where all areas are developed. I value untouched areas. I value a less developed city. Humans do not need to dominate all spaces.

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
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| | Yes | No | Don't know |
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| protects and connects nature | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Why/why not?

I don't want the public walking through communities. There are already plenty of places to escape and explore.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Add the aims of: - preserving areas that are not developed for human use - supporting areas where communities are relating positively with the greenbelt - having flexible policies that are able to adapt to unique situations

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
- ☒ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). Click here for maps showing the proposed track networks.

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I do not support a loop track as bringing the public through communities jeopardises the safety and security of those communities

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

I do not support gouging the earth to make steps or ramps for tracks

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Allowing grazing animals on reserves enhances my experience

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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|--|-----------------------|----------------------------------|-----------------------|
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| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

There are already enough reserves

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☒ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I do not want more mountain biking tracks. Mountain bikers are a danger to walkers and there are already too many tracks dedicated to mountain bikers. The bike tires are bad for the tracks. I've almost been hit twice by mountain bikers - once on Makara and once in Wilton Bush where biking is prohibited. I think it will take a death for the Council to wake up to the dangers. Look internationally, most countries limit and heavily restrict mountain bikers.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

I am directly affected by the draft Outer Greenbelt Plan and am against many aspects of the draft plan. I assert that the aim of the plan is too narrow by not taking into account the value of untouched ecosystems. Additionally, it doesn't appreciate and respect how some communities are currently relating to parts of the greenbelt. My specific concerns are in relation to section 6 concerning the east side of Versailles Street in Karori, referred to as the Strip. The proposed changes threaten my safety and security on several fronts. Some of them are: * An increase of fire risk by re-vegetation near my house (with time climate change will bring an ever-increasing risk of fire). * A public walking track at the back of my house will bring threats to my safety and security. Noting there is already a walking track a few meters away from the Strip at the Zealandia fence. The backs of the houses were not designed to be public facing. A walking track will be a risk that cannot be mitigated. * The loss of property value by planting out the Strip and / or putting a public walking track next to my house. The proposed changes to the Strip are a direct threat to me and I ask that the proposals are dropped and an agreement between the Council and the Versailles street residents is adopted. The agreement could include a commitment by the residents to care for the land and maintain the firebreak that currently exists. The existing walking track could be enhanced to achieve the Councils goal to connect the greenbelt.

17. [Sector 7 \(Te Kopahou\)](#) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

File

| |
|---------------------------------------|
| OWGB Submission D Hilgert |
| Outer Green Belt Management Plan 2019 |

24 March 2019

Diana Hilgert



Karori
Wellington

Draft Outer Greenbelt Management Plan Submission

I am directly affected by the draft Outer Greenbelt Plan and am against many aspects of the draft plan. I assert that the aim of the plan is too narrow by not taking into account the value of untouched ecosystems. Additionally, it doesn't appreciate and respect how some communities are currently relating to parts of the greenbelt.

My specific concerns are in relation to section 6 concerning the east side of Versailles Street in Karori, referred to as the Strip.

In January 2019 the residents of Versailles Street contacted the Council and requested a meeting to discuss the plan and raise our concerns. A Council representative visited us and said some concerning things. They said the policies behind the draft plan would be applied to all aspects of the greenbelt regardless of how it impact residents. The implication was that our concerns would not be considered. The representative also said long standing historical arrangements between the Council and residents will not be taken into account and we should have know there was a risk the Council would develop the Strip when we purchased our houses.

I am disappointed the Council appears not to care about the negative impacts to my family, my community, and me and I respectfully request Councilors take the time to fully understand and take into account my concerns.

The proposed changes threaten my safety and security on several fronts. Some of them are:

- An increase of fire risk by re-vegetation near my house (with time climate change will bring an ever-increasing risk of fire).
- A public walking track at the back of my house will bring threats to my safety and security. Noting there is *already* a walking track a few meters away from the Strip at the Zealandia fence. The backs of the houses were not designed to be public facing. A walking track will be a risk that cannot be mitigated.
- The loss of property value by planting out the Strip and / or putting a public walking track next to my house.

The proposed changes to the Strip are a direct threat to me and I ask that the proposals are dropped and an agreement between the Council and the Versailles street residents is adopted. The agreement could include a commitment by the residents to care for the land and maintain the firebreak that currently exists.

The existing walking track could be enhanced to achieve the Councils goal to connect the greenbelt.

Thank you for your consideration.

Diana Hilgert

First Name:

Dave

Last Name: *

Nendick

Organisation:

Welly Tracks Mountain Bike Group

On behalf of:

Postal Address:

Suburb:

Newtown

City:

Wellington

Country:

New Zealand

PostCode:

6021

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

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| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

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| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other

means to maintain the existing character and views

- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

Yes No Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

See the Western Trail Alliance Submission and Wellington Mountain Bike Club's submission on these points.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

See The Brooklyn Trail Builders and Wellington Mountain Bike Club's submission

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

See the Wellington Mountain Bikes Club's submission

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

The Welly Track Mountain Bike Group (approximately 4200 members) supports the submission made by the Wellington Mounatin Bike Club, Western Trail Alliance and Brooklyn Trail Builders. We are mountain bikers and walkers and runners who are volunteers who build tracks, plant trees and shrubs (one new plant for every metre of track built) and we also conserve nature by managing introduced pests and weeds in cooperation with Wellington City Council and in accordance with WCC bylaws. Note: It is essential to ensure dogs are kept on leads in all WCC reserves to protect the public and endure native fauna is protected, given we work so hard to eradicate introduced pests. Cats should also be managed as much as possible in and around reserves for the same reasons.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Ursula

Last Name: *

Egan

Organisation:

n/a

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☐ Don't know

If not, why not?

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Why/why not?

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- ☐ Yes
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What do you think could be added?

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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

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| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Is there anything missing that would help?

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Pros

- Tracks won't get damaged by cattle in winter
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Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☒ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Having grazing animals adds to the pleasure of the walk

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
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Please add here anything relevant to this sector that you think is not covered in the plan.

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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the

name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Karori has very few tracks left that are only for walkers use. I am a walker and a Wellington ratepayer. I feel very strongly that the WCC is ignoring the many walkers who use or who would like to use the tracks around Karori. I enjoy walking my dog in the 'bush' but often refrain from going there because of the number of rude mountain bikers who think they are the only ones entitled to use the tracks. (There are some very polite bikers but they are few and far between). The tracks used to be in good condition but since the bikers have been 'sharing' them they get muddy and rutted after rain. This doesn't happen with walking only tracks. Overall mountain bikers do way more damage to the tracks than walkers increasing the maintenance requirements on the tracks. This is costing ratepayers and I would rather see this money being spent on amenities that the whole community can use not just a small group of vocal Wellington mountain bikers. Putting more mountain biking tracks into the Karori area is only going to increase the damage to existing tracks, shared and walking, and make walkers even more less likely to use them. The council has already reduced the off lead dog area on Karori park so mountain bikers could have extra tracks. Why does Karori have to give up more walking tracks and open spaces to mountain bikers? I shouldn't have to leave the suburb to take my dog for a bush walk when we already have plenty tracks in Karori. It's sad that very few of them are enjoyable or even safe to walk on. In summary I object to more open spaces being designated for mountain bikers. They already have plenty of tracks in Karori it's time that Karori walkers are given a Fair Go!

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Duncan

Last Name: *

Shepherd

Organisation:

None

On behalf of:

Postal Address:

Suburb:

Churton Park

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Opening up more controlled mountabike trails means more access to the green belt by those that until now have not been able to - the introduction of lower grade trails and allowing ebikes for example. Greater access means more knowledge and understanding of the trails and ecology, a good thing for the green belt and wellington rate payers alike

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

☐ Yes

- ☐ No
- ☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I support the submissions of the Wellington MTB Club, Brooklyn Trail Builders and Western Suburbs Trail Alliance

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Maura

Beattie

Organisation:

On behalf of:

Postal Address:

Suburb:

Johnsonville

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

The outer green belt is a taonga for Wellington and must be preserved, protected and maintained.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

All main entrance s need good signage and information boards. A rubbish bin is also essential.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

In areas with some vehicle access even if over private land (permission would be needed) should be open at specific times e.g. specific times a year to allow disabled people or those with limited ability to at least obtain an experience of the ridges tops. it would be beneficial to experience the views.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Despite the disadvantage of grazing animals I feel it preserves the feel of being in a rural area. Warning signs at the start of tracks would help in these areas. For example at the entrance to Kaukau at Johnsonville park there is a warning sign about lambing.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

As ranked above.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

The ridge lines must be preserved with no urban or housing development encroaching on it. tracks need to be maintained with bio control for weeds and pests.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

kate

Last Name: *

ogilvie

Organisation:

On behalf of:

Postal Address:

Suburb:

wellington

City:

wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☐ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

- Careful fencing and use of cattle stops along the tracks can provide a good solution, enabling grazing animals to remain in the Outer Green Belt.
- Grazing animals are an important heritage feature of the Kilmister tops, dating from at least Sky Farm over a century ago.
- Many people like seeing and interacting with grazing animals.
- Grazing animals keep the ridges more open and accessible, at lower cost.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

chartwell bush/woolshed to be last entrance completed

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

· Horses and horse riding have been a significant feature of the valley for well over a century, since the days of Sky Farm and was strongly supported by the Kilmister family. · The continued presence of horses supports the heritage nature of the area. · The continued presence of horses are supported by members of the public. · I and my family personally appreciate seeing and interacting with horses and horse riding close to the city. · The continued presence of horses is not inconsistent with development of the track and the reasonable development of the wetland project if adequate fencing, gates and cattle stops are put in place.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

i disagree with the proposal to remove grazing animals from kilmester tops · Grazing animals, horses and horse riding have been a significant feature of area for well over a century, since the days of Sky Farm and was strongly supported by the Kilmister family. · The continued presence of grazing animals and horses supports the heritage nature of the area. · The continued presence of grazing animals and horses are supported by members of the public. · I and my family personally appreciate seeing and interacting with grazing animals, horses and horse riding close to the city. · The continued presence of grazing animals and horses is not inconsistent with development of the track and the reasonable development other projects if adequate fencing, gates and cattle stops are in place

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Grant & Lee-Ann

Last Name: *

Newton

Organisation:

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☐ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☐ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

We support the track proposal for track development across the ridge, and links to from Te Ngahere o Tawa with Te Araroa, Spicer block and Brasenose Park. While we support the track network allowing a wide range of people to enjoy and experience this green space, we support tracks being user specific - i.e. MTB's on one track, walkers on another, no motorbikes, horses only in one area etc. We also do not support road and vehicle drive on access from Kiwi Crescent to this green space as further detailed in our submission.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

At Te Ngahere o Tawa (Kiwi Crescent entrance) there is space for various types of tracks and walks to allow access and use by many different users. The lower section would be ideal for a board walk alongside a stream and wide flat benched tracks with information on the natural and historical values of the area for mobility impaired user or short walk designation. The climb/slope/ridge access paths need to be separated for walkers and bikers. We walk this path frequently and it is dangerous to come across a downhill MTB when being a walker. There are easier tracks within Redwood bush that accommodates easier walking levels.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

In reference to Te Ngahere o Tawa (Kiwi Crescent): We do strongly suggest that the entrance to this space is distinctively separate from the residential entrance as much as possible. We would not support toilets being placed in this area given its off street location and its potential for unsavoury social behaviour. Toilets are freely available in the Tawa Centre only 5 minutes drive away and most frequent users would be local and use their own private facilities before leaving, as well as taking water supplies. Information boards on the historical and natural features would be supported. We do not support any vehicle access or parking space up in the entrance or clearing. The remoteness of that space will be highly desirable for undesirables to use and be a magnet for unsavoury, unsociable behaviours which will be hard to monitor and be at the cost of neighbouring residences privacy and security. This will still be of a concern even if fencing is installed by WCC around and between neighbouring properties and the green space.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

We support the FOTBR submission - these are additional comments specifically from us. We do not support the removal of the pine plantation per se. Small pockets could be cleared alongside tracks and outer parts to help regeneration but not removed from site. The waterway in this space is of immense importance to the local Ruru (morepork) population that requires a water source. The erosion is also of concern with heavy rainfall. However we are also mindful of the immense fire danger and risk of this space in summer (in reference to the Nelson fires), but with the planned removal of trees near residences, this might be mitigated and managed, especially with native planting like flax and low fire risk planting on the lower slopes/areas, alongside fire breaks being widened in certain areas with track development. As above, we strongly oppose the construction of a road and vehicle access into this space for its potential of unsociable and unsavoury behaviour as well as that flat space as having a better use as a short walk/low mobility circular track. We as neighbouring resident's would feel highly insecure and invaded by the easy access of people to 'park up' and 'hang out' in their cars in such a space, especially in evenings. We strongly oppose the creation of any playground with sufficient playgrounds in the very near vicinity with Larsen Crescent Reserve and Brasenose Park, which are not heavily used, and others at Park Ave and Grasslees Reserve not too distant. We strongly oppose any large picnic space development for the above reasons, unless there is sufficient and suitable fencing provided by Council between residences and the green space. As this space is more remote we have seen an increased use by users with dogs allowing their dogs off their leads and run ahead. We have then found dogs do wander onto our property at times while waiting for their owners to catch-up (concerns for own pets and children encountering these dogs, and as such, easier access from such a space to our property and others needs to be managed. Instead we suggest and propose that picnic spots and tables are placed in various spots along a path (like Zealandia has on some of its paths). This

allows for less mass public picnicking (this can be accommodated for already at Grassless/Willowbank or Brasenose parks). This also would be more respectful of the natural habitat and for all users of this space and protect the environment including water ways, from rubbish etc. Several residences hold access easement rights over the entrance and access over and to this space also that will need to be considered.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

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| | Yes | No | Don't know |
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| | Yes | No | Don't know |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Tim and Clare

Last Name: *

Lovell

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Consideration for existing agreements/ historical issues.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of](#)

the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

In relation to Sector 6, the existing track along the fence line provides good connection.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

- Does the draft plan support community partnership in this sector? ☐ Yes ☐ No ☒ Don't know
- Does the draft plan support use of this sector by a wide range of people? ☐ Yes ☐ No ☒ Don't know
- Will the plan ensure the natural environment continues to be protected and improved in this sector? ☐ Yes ☐ No ☒ Don't know
- Do you agree with the actions for this sector? ☐ Yes ☐ No ☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

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Please add here anything relevant to this sector that you think is not covered in the plan.

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- | | Yes | No | Don't know |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

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Yes No Don't know

☐ ☒ ☐

Does the draft plan support community partnership in this sector?

☐ ☒ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☒ ☐

Do you agree with the actions for this sector?

☐ ☒ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

Refer to our submission on the strip of land adjacent Versailles St

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ ☐ ☒

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☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

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☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

Yes, please refer to our submission attached the this application.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Lovell Submission OGBMP |
| Outer Green Belt Management Plan 2019 |

**Submission to the Wellington City Council
Regarding Draft Outer Greenbelt Management Plan
January 2019**

**Clare and Tim Lovell
March 2019**

Submission relating to the Draft Outer Green Belt Management Plan 2019

Submission of Clare and Tim Lovell

This Submission on the Draft Outer Green Belt Management Plan 2019 (the Draft Plan) is from Clare and Tim Lovell, residents of 33 Versailles Street, Karori.

We commend the overall purpose and objectives of the Draft Plan. However, we are concerned by aspects of the plan that relate to the section of land commonly known as 'The Strip' which borders our property and is located on the ridgeline between Versailles Street, Karori and the western fence line of Zealandia (See Appendices x for specific details of location).

Specifically, we are concerned with the draft plan proposals in relation to the Strip. The options it outlines are-

- (1) complete revegetation of the Strip;
- (2) a public walking track; and
- (3) reclassification as a reserve.

In our opinion, these proposals feel like a punitive measure, which provide little benefit to the general public but will have a significant impact on our community. Given that a widely used walking track is already located less than 10 m from the strip and there is already an existing vegetation buffer for Zealandia, the proposed measures also seem to present an unnecessary expense to ratepayers.

Background

We have lived at 33 Versailles Street in Karori for the past 3 years, having purchased our property in 2015. When purchasing our property, we reviewed the outer green belt district plan in relation to the strip and noted the following:

This land bordering Versailles Street has been the subject of discussion as to its best use and status. As public land purchased for sanctuary purposes by Wellington City Council, it should be protected. However, it has been maintained and used in common by Versailles Street residents for many years as an open green strip bordering 10 or more houses on the eastern side of the street. The present title boundary runs very close to some of these houses and the area may not work well as a reserve without some rationalisation of this boundary and clear definition of its use and management. The land provides excellent views of the valley and should be retained for public enjoyment and as a buffer to the Sanctuary

with the action to:

Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest in the land.

Over the time we have lived at 33 Versailles Street, we have mown the grass and gorse behind our property to support the maintenance of the Strip as a firebreak and as a community amenity. Reviewing the plan, we were surprised to discover the council views this as an encroachment. We have always considered we were maintaining the strip, controlling the growth of gorse and thereby reducing the risk of fire hazard. At no time, other than mowing have we 'encroached' on the Strip. We appreciate that our location provides us easy access to the land, but we have always been mindful that it is not our property and do not make use of it as a private amenity.

Appendix A provides the relevant historic background information relating to the strip.

Concerns

Our concern in relation to the proposed plan for the strip are detailed below.

Impact on the Sense of Community:

When we purchased our property in 2015 a key factor in our purchasing decision was the Strip. With two young children, we loved the idea of being able to raise our children in a communal neighbourhood where the physical environment encourages community interaction and provided a safe environment for them to explore the outdoors and interact with their community.

There are a number of families whose houses back onto the Strip, and the neighbourhood children freely roam across this area to visit each other's houses. As parents we feel a sense of comfort that our children are safe and have a good knowledge of their neighbours, without the need to navigate driveways or cross roads. This adds to our sense of community and embodies the saying 'it takes a village to raise a child'.

The strip brings the neighbourhood together regularly in a common space and has enabled us all to get to know each other better. For our community, the Strip is much more than a physical location, it is a place where bonds among neighbours are strengthened, and where a sense of belonging is fostered. It is part of our community identity.

Goal 1 of the Wellington City Council's 'Wellington Resilience Strategy' (2017) is 'People are connected, empowered and feel part of a community' (p41) <https://wellington.govt.nz/about-wellington/wellington-resilience-strategy>

The Resilience Strategy also says 'Our connections in the community provide us with informal support and shared resources, such as locally grown food, car-pooling options, and opportunities to socialise'. This is exactly what the Strip provides our community with. The options proposed in the draft Plan puts this sense of community at risk.

Loss of Sunlight:

Potential loss of sunlight as a result of revegetation is a concern for all of us as neighbours. The proposed replanting of the entire strip would have a significant impact on the amount of sunlight our property would receive. (See Appendices B for Aerial images outlining impact of complete revegetation on loss of sunlight)

Increased Fire Risk:

The strip is adjacent the top of a very steep slope that is densely forested. In extreme conditions that forest could burn. The steepness of the slope means a fire would move quickly. For situations like ours, with adjacent steep forested slopes, Fire and Emergency New Zealand¹ recommend that a distance of 10 to 30 metres be left clear as a firebreak. The maximum width of the mowed area of the existing strip behind our property is approximately 10m. Following the recent 2019 bush/forest fires encountered in the Nelson Region, Otago Region and Canterbury Region, we are very concerned by the loss of the existing firebreak. It is there for a very good purpose. As the owner of the adjoining land (Zealandia), we and our neighbours feel the Council has a moral and legal duty to residents to mitigate, rather than add to, fire risk.

A clear area acts as a defensible zone from which fire fighters can access a fire. We are concerned at the proposed revegetation of the Strip and the view of expressed from certain members of Council that planting of natives would act as an equivalent to a firebreak. Research papers all include the caution, that there is no such thing as a fireproof plant. The critical factor in any wild fire is how much fuel there is available to the fire as it spreads. The existing firebreak of mown grass (and mown gorse) would leave little fuel in the path of a wild fire burning up the heavily forested slope adjacent the Strip. In terms of minimising the risks of fire, maintaining the Strip as a firebreak would seem to be the safest option.

. (See Appendices C for further information on the fire risks relating to our property.)

Impact on Security and Privacy:

The design and location of the houses along the Strip was undertaken without any anticipation of public access along their rear boundaries. It is a very narrow section of land in places. Houses along the Strip feature lounges and bedrooms with large windows looking out over the Strip and none of the properties have back fences. Agreeing to a walking track just a few metres away would compromise the privacy and security of all residents.

Extracts from the Sanctuary Establishment Trust Report recommendations in relation to Versailles Street approved by the City Council Culture and Recreation Committee (paras 74-80), show the City Council previously accepted that protection of views, privacy, security and amenity value are important.

Any potential solutions to address privacy and security, for example, the creation of a fence between the potential future walking track and residents' homes, would also not be feasible or desirable. A fence would be a cost to Council. In addition, to protect privacy and security, the fence would need to be at least 2 metres tall. This would impede the views of residents, which the Council has already acknowledged is important. The narrowness of some sections of the Strip would also impact on the feasibility of a fence or a row of trees between the walking track and property boundaries. For example, behind #39, the Strip is only approximately 4 metres wide between the property boundary and where the ground slopes steeply down to the existing Zealandia fence line walking track.

¹ The link is: <https://fireandemergency.nz/at-home/rural-home-fire-safety-checklist/>

Impact on Property Values:

As residents, we purchased with the current situation in place. There was no expectation of Council moving goalposts agreed and acknowledged in the 2004 Outer Green Belt Management Plan.

In order to understand potential impacts of the proposed plan, a valuation appraisal was commissioned and undertaken by a local real estate agent who knows the neighbourhood and area well and has been selling in the area for many years.

The appraisal was conducted based on the possibility of a walking track and /or fence/planting up to the boundary. The advice was that these would likely significantly compromise the view, privacy, security and sunlight, all of which would significantly impact the value of all properties on the Strip. We consider it certain that if Council were able to do what the 2019 draft Management Plan sets out to do, it would have a significant adverse impact on the values of all affected resident's homes.

Initial advice from Real Estate agents is that privacy, security, sun, view and fire safety loss would correspond to a drop of 15% to 20%. This represents a market value loss of between \$180,000 – \$300,000. Some properties would be more impacted than others but almost all would be affected.

Desired Outcome

Having discussed the proposed plan at length with the community, our submission is based on the desired outcome that:

- Provisions in the Draft Plan relating to the Versailles Street Strip revert to the wording currently in the 2004 Plan.
- The City Council, Zealandia and our community acknowledge the extensive history of this matter and seek to resolve the ongoing use and maintenance of the Versailles Street Strip by residents and the public in a mutually acceptable manner.
- The Council acknowledges the need to maintain the existing firebreak.
- The Council reconfirm its previous commitments to protect the privacy, security and views of residents.
- Until the ongoing use is resolved, the Versailles Street Strip not be reclassified as reserve.

Potential Options

Our community has given considerable thought to potential options for resolving in a way that meets the purposes and objectives of the Draft Plan but also respects our longstanding interest in the Strip and addresses our concerns.

Potential options could include:

Memorandum of Understanding (MoU) with City Council

We and our community would be prepared to enter into a MoU (or similar arrangement) with the City Council. This would formalise our relationship and each of our responsibilities and obligations. Terms could include:

- a. Ongoing maintenance by residents.
- b. Potential planting/revegetation in the widest areas of the Strip and which does not impact on existing views.
- c. Public access is not prevented, but at the same time not encouraged due to the privacy and security concerns already outlined. We note that the topography of the Strip does make public access difficult.
- d. Views, privacy, security and sense of community are maintained.
- e. In return, residents actively remove weed species from the bush strip beside the Sanctuary (i.e. take on a greater responsibility for maintenance than just removing gorse and mowing).
- f. Ensuring the purpose and objectives of the Draft Plan are met.
- g. Commitments regarding removal and ongoing management of genuine encroachments.

The potential outcome of such an arrangement provides considerable benefit to Council. Residents would actively improve the ecology of the bush surrounding Zealandia to a level greater than Council could achieve with its own resources. The Council avoids any ongoing maintenance cost other than supplying some appropriate plants. The residents are likely to be supported by Karori Kaitiaki Inc. (KAKA), Karori's recently established environmental restoration group. The purpose represents a permanent solution which would achieve the purpose, objectives and policies of the Draft Plan and be acceptable to residents.

Encroachments

We and our community are prepared to work with the City Council to resolve the genuine encroachments on the Strip in a mutually acceptable way. For example, those residents with genuine encroachments could commit to either removing them (within a reasonable time frame) and/or enter into a formal licence arrangement with the City Council. Such arrangements could be consistent with policies in the Draft Plan.

We are also prepared to ensure that no new genuine encroachments occur. A partnership between us and the City Council will ensure that these issues can be resolved in a timely and respectful manner.

Council has specifically determined that mowing and garden beautification do not constitute 'encroachments'. According to the Town Belt Management Plan, approved just last year (2018), Policy 9.6.8.20 says:

1. *'Botanical enhancements: These are small areas of land that are maintained and/or enhanced by a neighbour through planting or vegetation management in keeping with the Town Belt 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.'*
2. It is worth mentioning here that Council actively encourages and relies on many thousands of residents mowing and maintaining road reserve and does not consider these to be encroachments. That is clearly a reflection that Council simply does not have the resources to undertake this work. We suspect it would be similarly unable to resource managing the Strip, or the adjacent bush buffer.

Reclassification of the Strip

The Draft Plan also proposes to reclassify the land as Scenic B reserve. We strongly oppose reserve classification at this point until issues have been resolved, and Council has fulfilled its longstanding undertakings.

Sale and Purchase of all or part of the Strip to residents

This is an option which has been considered by Council in relation to the strip, on a number of occasions in the past (Refer to Appendices A). We understand that on one occasion, formal offers were made but could not be accepted because the Council didn't own the land at the time it made the offer.

We as residents would be prepared to consider a sale and purchase arrangement over some or all of the Strip at an agreed price. This could be done in a way that continues to ensure the Strip is kept as open space and not built on.

- For example, some form of communal ownership with restrictive covenants could provide a mutually acceptable outcome. The Strip could be held communally by neighbouring residents and would not be able to be built on or developed. It could remain with Conservation site zoning. Such an option would be in keeping with the principles of previous Council resolutions in 1998, though the arbitrary 5 metres should be replaced by the width of the Strip less any agreed planting area.
- The outcomes for the City Council is that it would receive money to reinvest in acquiring land - there are some worthy candidates in the area. The Strip would maintained in accordance with a MoU (or similar arrangement) and restrictive covenants so that it continues to be open space for conservation. Importantly, building or development would be prevented. Ongoing maintenance costs and responsibility for Council are also avoided.
- It is in the best interests of both our community and the Council that this long outstanding matter should be resolved once and for all, and to the satisfaction of all parties. For Council this is just a small piece of the Outer Green Belt. For us as residents, the way it is managed is critical to our lifestyle, amenity, privacy and security, sense of street community, and our property values.

Appendices

Appendix A - History

Versailles Street

- The first house on Versailles Street was built in 1959 and the remaining houses were constructed over the next decade, most in the early years of the 1960s. As can be seen from this 1960 photo taken from the top of Wright's Hill, Versailles Street was bulldozed so that the future houses on the eastern (top) side would all be sited towards the rear of their sections so as to be nearly on the same level as the Strip and, in many cases, built close to, or in one case touching, the rear boundary.



• **Figure 1. Versailles Street from Wrights Hill 1960**

- The original plans for the Versailles Street development include the Strip and show that it was to be maintained as a fire break. The residents' ongoing maintenance of it ensure that it continues to perform this function.
- The houses on the Eastern side of Versailles Street were clearly designed to interact with, and have access onto, the Strip. They are all sited towards the rear of their sections so as to be on the same level as the Strip and, in many cases, built close to, or in one case touching, the rear boundary. Given this, if resident use of the Strip is prevented, some residents will have little to no usable flat land given the steep topography of the location.
- The design and location of the houses was presumably done without any anticipation of public access along their rear boundaries. At the time of the houses' construction, the lower part of the Karori Reservoir (the part adjacent to Versailles Street) had been completely closed to the public for around 90 years, and the upper part for around 60 years. There was no expectation that the Reservoir or the Strip would be opened to public recreational use at the time the Group's houses were built.
- Consequently, many houses were designed with large windows, low to the ground, facing onto the Strip. There is minimal security from the rear and none of the properties are fenced.
- This and other photos of the time also clearly illustrate that the only vegetation in the area was grass and a significant amount of gorse.

Wider History

- The development of the valley where Zealandia is now located is recorded in a Greater Wellington Regional Council history.² The lower dam was completed in 1878 and the upper dam in 1908.
- Before 1973 the Land was owned and operated by the Wellington City Council through its Wellington City and Suburban Water Supply Board. On 1 March 1973 the land was vested in the Wellington Regional Water Board.³ The land and functions of the Water Board were in turn transferred to the Wellington Regional Council when the Council was established in 1980.⁴

Zealandia

- The Karori Sanctuary Trust was established in 1995 after the water reservoir operations were discontinued. Its management plan for the valley was approved in January 1998. The trust entered into a 30-year renewable lease with the City Council in 1999.
- The Sanctuary Steering Committee undertook extensive feasibility work from June 1993 including citywide consultation during 1994 to establish whether there was public support for establishing a sanctuary, or whether the reservoir would become an open, unfenced bush reserve. Submissions were open from 1 September to 17 October 1994. 1,840 submissions were received. As part of that feasibility work the Steering Committee looked at fence location.
- The Group became involved when it became apparent that the initial proposal was for the perimeter fence to run through the middle of the Strip. The impact on views and privacy and security would have been severe and adverse. There was extensive dialogue between the Steering Committee and the Group. Hill and Knowlton, acting as public relations consultants for the Steering Committee noted the importance of good neighbour relations to the project. Neighbours were described as 'Valued Partners'.
- After initial discussions with the Karori Sanctuary Trust, the Regional Council and the City Council agreed that there were three possibilities for the location of the fence: Plan "A" along the middle of the Strip, Plan "B" along the outer edge of the Strip and Plan "C" slightly down the hill from the edge of the Strip. Both plans A and B would have had severe adverse effects on residents and would undoubtedly have faced strong opposition through the resource management process. Following input from our Group, Plan C was ultimately adopted. That protected residents' views and privacy and security.
- On 6 December 1994, the Culture and Recreation Committee of the City Council received the report and approved the Wildlife Sanctuary proposal. The Steering Committee had originally considered placing the fence along the Strip. Council resolved that would not happen because of the impacts on privacy and views. Its relevant resolutions to the City Council in relation to Versailles Street were:
- Resolution 2 (b) (iii) '*The concerns of boundary residents on the impact of the fence on their views and privacy can largely be addressed.*' and
- Resolution 2 (b) (xii) '*That the Karori Reservoir Sanctuary Trust shall note the recommendations made by the Steering Committee as reported in paragraph 5.7.2 of the Summary of Oral and Written Submissions of 29 November 1994 and shall ensure that each is incorporated in the management plan for the Karori Reservoir Sanctuary. In particular, it shall ensure that the fence line does not impede the views from the lounges of the properties Versailles Street adjacent to the strip.*'

²Our Water History on Tap, Greater Wellington Regional Council, 2007:

<http://www.gw.govt.nz/history-of-our-water-supply/>

³ Wellington Regional Water Board Act 1972, s 105

⁴ The Wellington Region Constitution Order 1980 (Gazette 1980, p 1618), clause 7.

- Paragraph 5.7.2 follows and includes:
 - Protecting the amenity value of the Strip;
 - Preserving or if possible improving views
 - Keeping the Sanctuary boundary closed from the Scout Den to the lower dam
 - Restoring and beautifying any areas damaged by construction of the fence

5.7.2. Versailles Street

Explanation: Approximately 13 properties on Versailles Street back onto the Reservoir boundary along an area known as "The Strip". These properties enjoy relatively uninterrupted city, bush and harbour views across the strip which is part of the Reservoir but is jointly maintained by residents. They are concerned that the fence, if placed along the top of the strip, would destroy their views and reduce their property values. They are also concerned that construction of the fence and maintenance road will give the public access to the strip over which they currently have private use of.

Discussion: Extensive discussions have been held with this group and assurances given on some issues. They include;

1. Every effort would be made to maintain the amenity value of "the strip".
2. Every effort would be made to preserve, or if possible improve, views.
3. The Steering Committee would recommend to the Trust that the boundary, from the Scout Hall to the lower dam face, be closed to the public and ways would be investigated to achieve this.
4. Areas damaged by fence construction would be restored and beautified by the sanctuary managers.

With regard to the fenceline the residents group have identified an arrangement

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which would be acceptable to them. It involves lowering the fence approximately 8 to 10 meters down slope from "the Strip" to provide a vegetation barrier between the fence and the Strip. This alignment would involve considerable bush clearance and a greater degree of slope stabilisation and maintenance. The exact placement of the fence relies on a number of slope stability and drainage issues and will need to be carefully surveyed. This was outside the scope of the Feasibility Study process but will be addressed once a Trust is formed.

Conclusion: It is felt that all the concerns of this group can be met. Final resolution rests on agreement of the precise positioning of the fenceline.

5.7.3. Highbury Ridge

Explanation:

Approximately 13 properties at the top end of Highbury Road share a joint title to a legal right of way which is formed on part of the Reservoir. This group is concerned that their right to use this access road may be affected by development of the sanctuary, and also that the public might expect access along it. They also have concerns about the visual impact of the fence and damage during fence construction

Figure 2. Copy of agreement for fence and buffer.

- As can be seen from the above extracts, the City Council and Karori Sanctuary have previously accepted that protection of views, privacy, security and amenity value are important. Because the fence was ultimately constructed where it is, privacy and security were able to be maintained by having public access being alongside the fence which runs below a steep bank topped by fairly dense low regenerating bush. Views were similarly protected by the choice of fence location.
- Karori Reservoir was owned by Wellington Regional Council until 2004. In May 1994 Wellington Regional Council's Operations Committee resolved that:

- *'The concerns of the residents neighbouring the Reservoir and the assurances of the Steering Committee that the fence line will be built in a way that is satisfactory to all parties be noted.'*
- The City Council then leased the Reservoir to Karori Reservoir Wildlife Sanctuary Trust. On 6 July 1995, the date of the Trust's founding, MOU agreements were signed between the Regional Council and City Council and between the City Council and Sanctuary Trust. A 'Special Condition' required by the Regional Council was that the City Council would oversee the development of a Management Plan by the Trust. In respect of the Group's issue the Special Condition, included the following:
 - *'It is agreed by the parties that the Management Plan shall specify:*
 - *(viii) Matters of resolution regarding the concerns of neighbours about views and access issues.'*
- The Agreement included the resolution of the Regional Council above referencing the concerns of the residents neighbouring the Reservoir and the City Council's December 1994 agreement stating that it:
 - *'Agreed to address the concerns of boundary residents on the impact of the fence on their views and privacy.'*
- The Deed of Lease between Wellington Regional Council (Lessor) and Wellington City Council (Lessee) dated 4 August 1995 included the expanded obligation on the City Council and Sanctuary Trust that 'it is agreed by the parties that the Management Plan shall specify:'
 - *'(viii) Matters of resolution regarding the concerns of neighbours about views, access boundaries and easement issues.'*
- The Sanctuary Trust acting on these obligations developed and in 1997 formally consulted on a Management Plan for the Reservoir title. There are several sections of the Management Plan which are relevant to Versailles Street. The Sanctuary Management Plan remains current and has not yet been replaced.
- 7.1.12 Fires and fire control notes that *'Fire is a major threat to the integrity of the Sanctuary.'* Subsection (5) notes *'The perimeter track will continue to be managed as a fire break to ensure the safety of the valley from adjacent scrub fires.'* Obviously we do not want to be any more 'adjacent' to potential scrub fires either.
- 7.2.2 Perimeter Track and Predator Fence says that (8) *'Residents whose properties lie adjacent to the new track will be consulted on the exact location of the track and every effort will be taken by the Sanctuary Trust to minimise the impact of this work on local residents.'*
- 7.4 Community Involvement and Liaison discusses the establishment and membership on a community liaison group including residents from each of the neighbouring streets. The group was to meet before and after every significant stage of the development of the Sanctuary. While the Draft Outer Green Belt Management Plan is the Council's document rather than Zealandia's adopting the same principle would have been desirable.
- The Resource Consent for establishing the Karori Wildlife Sanctuary was granted in January 1998.⁵ Paragraph 13 of the Schedule to that consent required the Trust to establish a community liaison group that included a representative from our Group and was to meet when there was any material development in the Reservoir area. Its purpose was to keep the various parties informed and comment upon and work through issues that affected them.
- Once the Sanctuary plan had its resource consent the City Council began the process of transferring the reservoir land from the Regional Council to the City Council. By a resolution agreed to in January 1998 the City Council:

⁵ *Application for Resource Consents by the Karori Wildlife Sanctuary Trust Inc. Decision of Independent Commissioners, SR No. 34961, Doc 96185, 13 January 1998.*

Approve[d] the transfer of 249 hectares of land (approximately) from Wellington Regional Council to Wellington City Council and in accordance with a Heads of Agreement based upon the following conditions, ...

*(iv) Resolution of the boundary encroachment areas by the Wellington City Council **in accordance with any Regional Council commitments.***

- This resolution committed the City Council to resolve boundary encroachment issues “in accordance with any Regional Council commitments.” One such commitment was the agreement between the Regional Council and Landowners regarding the use and maintenance of the land (referred to above).
- Throughout 1998, there were various meetings and discussions between the City Council and residents regarding the Strip. Eventually, the City Council resolved on 30 September 1998 to
 - *“retain the majority of land on the western border of the Karori Reservoir area for open space purposes and to grant an option to purchase a five metre strip of land (in front of numbers 21-37 Versailles Street) to the adjoining residents.”⁶*
- Leaving aside the arbitrary nature of the 5 metres, the potential for sale under mutually acceptable conditions (price, collective ownership, MOU preventing structures) could have been a solution. However the resolution could not be enacted as it was proposed as a 6 month option and the City Council did not own the land, and in fact did not own it until 2004, six years later.
- The agreement was in respect of “Area A” and the “Area B” together with the “Remaining Flat Area” shown in Figure 3 correspond to parts of the strips of land identified on page 14 and 15 of the “Proposed Reserves Classification | OGBMP” (Lots 3 and 4 of DP 313319, CT 52415 and 52416.) The provisions of that resolution relevant to this submission are paragraphs (b), (d) and (f):
 - Area “A” (not shown in Figure 3) was to be retained as an essential open space and for water supply but may be developed in future to provide neighbourhood park facilities;
 - Illegal use of access to area “A” was to be actively discouraged, but officers were to explore with adjoining owners how the adjoining owners might participate in maintaining and managing the area;
 - Owners of numbers 21 to 37 Versailles Street were to be given an option for six months from 31 March 1999 to purchase area “B” to be held jointly under conservation site zoning;
 - If the option was not taken up, area “B” was to be held and managed by the council for open space purposes as a part of the Sanctuary management area.
 - The fate of the “remaining flat area” shown in Plan 1 is not directly stated, but by default covered by paragraph (a) of the resolution:

“... that that part of the land not required for maintenance of the predator proof fence and perimeter track ... is retained for reserve purposes and leased to the Karori Wildlife Sanctuary Trust for management.”

⁶ Letter to “the Owner/Occupier” dated 6 October 1998 from Pippa Player, Senior Asset Planner, Land and Property

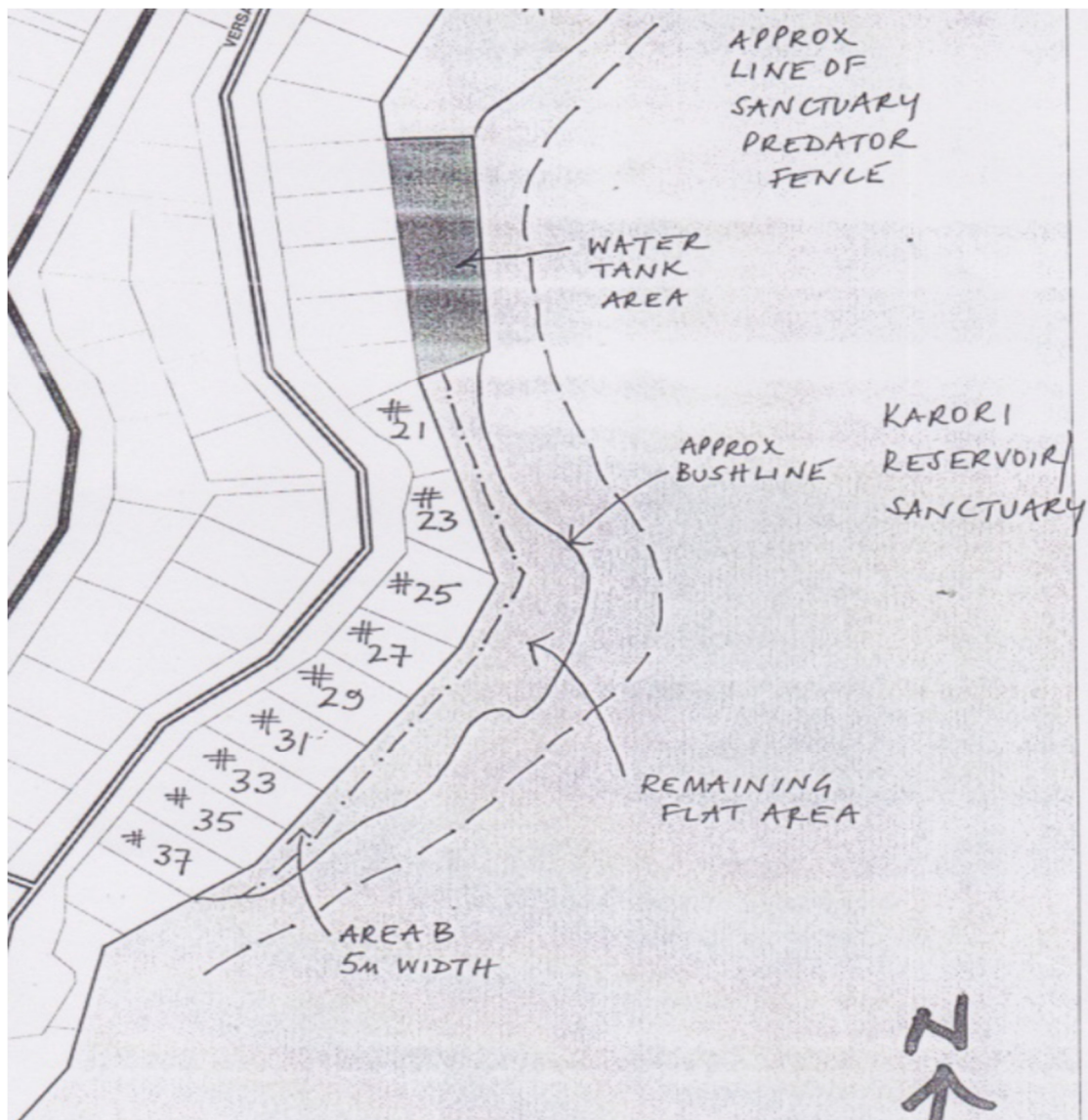


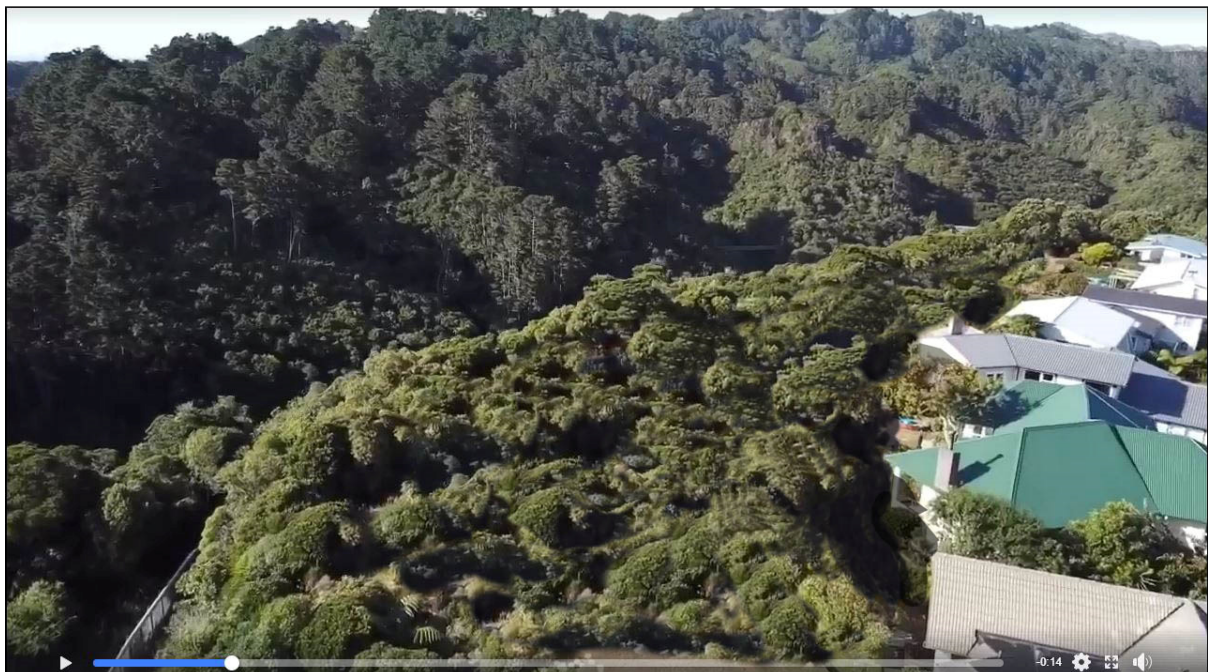
Fig 3. Map of 5 metre area "B"

- The Strip was specifically included in the 2004 Outer Green Belt Management Plan and included the action reference in Paragraph 11, to *"Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest in the land."* The consistent point is that there have been a long series of agreements and resolutions involving the Regional Council, the City Council, and the Sanctuary Trust. All of these agreements recognise and commit to protecting the security, privacy and views of the Versailles street residents.
- Despite this, the City Council has made no effort to "resolve issues" and no consultation with adjoining residents in the 15 years since the 2004 Plan was adopted has occurred. This remained the case right up to the release of the Draft Plan in early 2019.

Appendix B – Loss of Privacy/ Sunlight



Drone view of strip as it exists.



Photoshopped view of strip if planted, showing relationship of planting to boundary of adjoining properties.

Appendix C – Fire Risks

Fire Protection

3. The community homes are adjacent the top of a very steep slope that is densely forested. In extreme conditions that forest could burn. The steepness of the slope means a fire would move quickly. For situations like ours, with adjacent steep forested slopes, Fire and Emergency New Zealand⁷ recommend that a distance of 10 to 30 metres be left clear as a firebreak, as shown in Figure 4. The maximum width of the mowed area of the Strip is about 26 metres. As the owner of the adjoining land (Zealandia), the Council have a moral and legal duty to residents to mitigate, rather than add to, fire risk. A clear area acts as a defensible zone from which fire fighters can access a fire.



Figure 4. Defensible zones.

4. According to information published by various sources including the Fire Service gorse is the most flammable plant in New Zealand. The Strip was created as a fire break. Much of it is actually mowed gorse rather than grass, and the recent lack of maintenance of the area behind number 21 Versailles Street has seen gorse growing very rapidly.
5. History is very relevant in respect of fire. In the early to mid-1990s Karori in particular, and some surrounding suburbs were hit repeatedly by arson.⁸ Sometimes several times a week, or even a day, fires were being lit in the bush around our community. The sound of fire engines attending fires was obviously just as frequent. It prompted a local councillor to establish Wellington's first Community Patrol. The Police eventually identified the suspected arsonist, but there was never adequate information to charge them. Ongoing revegetation has seen gorse replaced by less flammable plants which has also assisted. It is important though to note that some native vegetation is also quite flammable. (attached list of plants by order of flammability)

⁷ The link is: <https://fireandemergency.nz/at-home/rural-home-fire-safety-checklist/>

⁸

https://natlib.govt.nz/records/20878726?search%5Bi%5D%5Bprimary_collection%5D=Index+New+Zealand&search%5Bpath%5D=items&search%5Btext%5D=New+Zealand+Fire+Service+reports

6. Suffice to say, fire is a real issue for Karori. Because our properties are at the top of a hill, fire becomes a bigger issue. We are also in a City Council designated 'high wind zone'. When the fire break was created, gorse would have been the dominant plant over large areas of the hillside below us. While gorse has been largely removed, exacerbating fire risk would be an issue, and Council would have duty of care to residents to address that issue.
7. We have had recent history of the massive fires near Nelson this month (February), and the small fire in bush on Te Ahumairangi Hill. In February 2017's Port hills fires, 2,075 hectares of land were burned and 11 houses destroyed or badly damaged. Tragically helicopter pilot Steve Askin was killed in fighting that fire. 3 other people were injured. The fire was only declared officially out after 66 days. It is being recognised that New Zealand is underestimating the risks of urban fire. Climate change and drier summers makes this more an issue. We would hate to see this as a reason to cut down vegetation close to houses, but it is a reason not to exacerbate risk. As noted before, the Group's homes are on the crest of a ridge.
8. Fire risks are discussed in part 4.2.2.6 on page 43 of the Draft plan. Fire risks are to be managed by:
 - "rules in the Rules section⁹;
 - *planting fire-resistant species in areas of high fire risk;*
 - *informing the public about fire risks and how to avoid causing fires via on-site signs and other visitor information;*
 - *co-ordinating fire management with Fire and Emergency New Zealand."*
9. The explanation given is:

"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."

10. While fire can "set back ecosystem restoration" it can also put properties and people living in them at the boundaries of the outer green belt at risk, a factor not mentioned in the plan. While there is a mention of the adverse effects of climate change, there is no indication that anything is being done to mitigate the "likely increase in frequency and/or severity of drought conditions".
11. The 2017 Port Hills fire and the 2019 fire in the Nelson region have raised the awareness of wildfires on the fringes of urban areas. This new awareness and a lack of adequate preparation were the subject of an editorial in the Dominion Post on 7 February. The editorial referred to a paper by fire scientists¹⁰ that concluded with the warning that councils have a key role in ensuring adequate planning takes place to prepare for such disasters before they happen.
12. The Outer Green Belt has not been immune to wild fires. In the 1993/93 fire season two separate wildfires threatened houses on what is now Montgomery Avenue. The fires are

⁹ The only relevant rule (5.3.3.1) is no fires except as permitted under a WCC bylaw.

¹⁰ *Wildfire risk awareness, perception and preparedness in the urban fringe in Aotearoa/New Zealand: Public responses to the 2017 Port Hills wildfire*, Australasian Journal of Disaster and Trauma Studies, Vol 22, pp 75 – 84:

https://www.researchgate.net/publication/330241479_Australasian_Journal_of_Disaster_and_Trauma_Studies_Wildfire_risk_awareness_perception_and_preparedness_in_the_urban_fringe_in_AotearoaNew_Zealand_Public_responses_to_the_2017_Port_Hills_wildfire

documented in a detailed report by the New Zealand Forest Research Institute (now Scion).¹¹ The situation of those houses shown on the map on page 3 of that report and in the photograph on page 4 is very similar to the situation of the houses of our group – sited at the top of a ridge with Karori on one side and a very steep hill covered in trees and shrubs on the other. There was even a water reservoir near the houses. Residents were asked to evacuate their houses and it was with great difficulty and some risk that the house were saved.

13. On page 11 of the report, in discussing the risk fire fighters exposed themselves to it is stated that where fuels are continuous, very extreme fires will breach firebreaks with relative ease. It then makes an estimate of how wide a firebreak is needed and suggested a “rule of thumb” of 1.5 times the flame length. In a later paper by the same author¹² applied findings from his continuing research to produce a list of flammability of 42 selected native species. Of relevance to the proposal in the Draft Plan to revegetate the Strip is the caution on page 6 of the report that native plants of low flammability may serve as “green breaks” on moist or fertile sites to reduce a crown fire in an adjacent forest or scrub fire, but under extreme conditions they will burn readily.
14. Figure 2 on the same page depicts defensible space requirements around a house in two situations. Our situation is depicted in “b”.

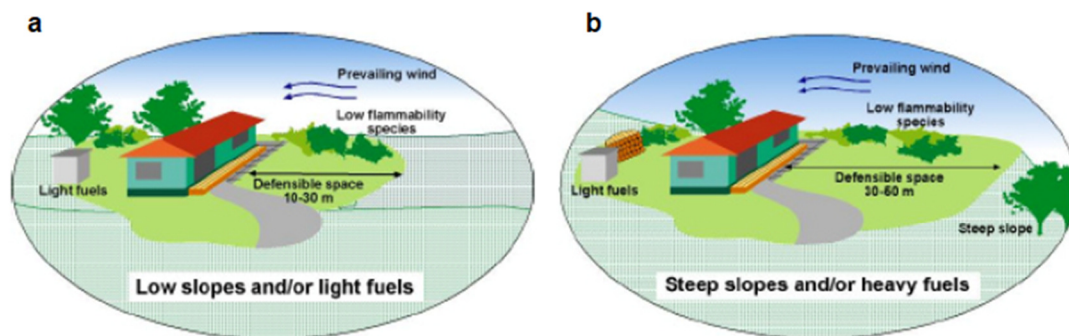


Figure 2. Defensible space requirements around a house in (a) low slopes and/or light fuels, and (b) steep slopes and/or heavy fuels.

15. Our properties are located next to potential defensible spaces directly above a very steep slope that is densely forested. In extreme conditions that forest is likely to burn. The recommended defensible space for our properties is 20 to 60 metres. The maximum width of the mowed area of the Strip is about 26 metres.
16. The effect of the policy recommendation in the Draft Plan is that Green Belt values should come before the fire protection of neighbouring residents. It is our submission that it should be the other way around. The Strip behind the houses from #23 to #37 should remain as a firebreak. And the remainder of the area behind the other houses

¹¹ *Two Rural/Urban Interface fires in the Wellington suburb of Karori: assessment of associated burning conditions and fire control strategies*, LG. Fogerty, FRI Bulletin No 197, 1996:
<https://scion.contentdm.oclc.org/digital/collection/p20044coll13/id/18/>

¹² *A Flammability Guide for Some Common New Zealand Native Tree and Shrub Species*, New Zealand Fire Service Commission Research Report Number 20, November 2001:
<https://fireandemergency.nz/assets/Documents/Research-and-reports/Report-20-A-Flammability-Guide-for-Some-Common-New-Zealand-Native-Tree-and-Shrub-Species.PDF>

and along the track next to the perimeter fence should be maintained to remove the gorse, long grass and other highly flammable material.

First Name:

Simon

Last Name: *

Chamberlain

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|----------------------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I have no idea, but the proposed tracks seem sensible, especially in the areas I'm familiar with.
Strong support for creating a separate bike loop from Karori Park up to the Mountain Bike Park.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Am seeing some trails being graded very smoothly - apparently for e-bikes. Would support more of this in general, both to allow e-bikes and to allow easier access for people who have problems climbing on rougher trails. But ultimately we have to live with the reality that Wellington is a hilly city and some people just won't be able to climb hills.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Have had problems with cows blocking trail and expressing annoyance at my presence - not sure if I was going to be attacked, but either way, either the cow or I was distressed...not great. I've seen other users worried by even placid cows. Removing cows but leaving sheep could be a compromise? Growing grass, weeds etc could be good for insect populations and thereby birds, possibly.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Seems like a good idea but quite expensive. I'd support it, but note that the council is under budget pressures that will probably get worse (e.g. the library, Town Hall). So weak support from me - you should do these things at some point, but overall I don't think we need to prioritise them. I'd start with the Turbine, not sure about the others. Wrights Hill already has a lot of users so that could be good?

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
 - ☐ No
 - ☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

All sounds good.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the

Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Strongly support the new bike trail and designating Wahine as walkers-only. Support the new downhill bike tracks near Johnstons Hill - presumably bikers have said they want trails here? Happy for you to continue to remove unauthorised tracks - creating new tracks will hopefully lessen the demand for these. Good communication needed with walkers/locals about what exactly is allowed. Local Facebook groups (e.g. I Love Karori) have a lot of comments from people wanting walking-only tracks. It would be good for you to confirm whether these tracks (e.g. top of Johnston's Hill, Otari-Wilton's Bush) actually are walkers-only. If not, worth listening to them to see best way of maintaining them as shared use and addressing their fears of bikes.

15. Sector 5 is Makara Peak. This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I'm a very regular user of Makara Peak as a runner. I think the current system works well - 99% of bikers are great and very courteous. Better signage could help? Make it really crystal clear that bikes have priority, and that everyone else should be prepared to give way. Also that walkers/runners should stay off certain advanced trails. I do find some signs confusing - e.g. the !!! which I think is a warning of a difficult bike jump, but looks like it could mean 'do not enter'. Also many trails are marked as 'end of trail' when I think the intention is 'do not enter' (maybe this is just me, but I don't think it's very clear). The suggestion of a shared use trail is a good one - possibly this could be designated for bikes to give way, or would that be confusing?

16. Sector 6 (Wrights Hill/Zealandia) extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

Currently only one single track from turbine to top of tip track. If there was any way to put in another track (maybe making them one way, or splitting bikes/walkers) that would be amazing.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I strongly support the extension of the trail network from Colonial Knob to the South Coast. I recommend that priority be given to extending trails from South Karori to the Coast. I'd also suggest consideration be given to providing alternative routes on the Skyline itself, to minimise impact of bikers/walkers having to share space. This seems to be a real pain point for walkers. In all this I'm speaking as a runner and I would note that I prefer sharing trails with bikers, not walkers. Bikers and runners have a shared need to pay attention to the trail, because we are travelling at speed. Walkers have a different use case, and may be travelling slowly, looking around at scenery, and generally not paying attention to other users or the trail. I wonder if a split based around use ('adventurers' v 'explorers' or something) would be a better way of conceiving things, rather than on bike vs on foot? Anyway, good job, your overall vision is great and I think whatever you do, it will continue to improve things.

Attached Documents

| |
|---------------------------------------|
| File |
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Hamish

Johnson

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

City:

Wellington

Country:

New Zealand

PostCode:

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

It would be worth exploring ecological restoration that supports open areas. For example, native grasses and tussocks that would maintain an open landscape but increase natural habitats for native fauna.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

I support the proposal because it should encourage access to the OGB. The more people who access the OBG the more people will become connected and want to support the development of it. The more people accessing the area means more people will improve their wellbeing by connecting to nature. Most of the areas identified have some form of access. People who are already accessing the OBG will access it without an upgrade of entrances. Focus or priority should be given to areas that will allow children and people with disabilities to access the OBG. This should be considered when determining which entrances should be developed.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?

| | | |
|----------------------------------|-----------------------|-----------------------|
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?

| Yes | No | Don't know |
|----------------------------------|-----------------------|-----------------------|
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?

| Yes | No | Don't know |
|----------------------------------|-----------------------|-----------------------|
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Remove the horses from Charwell reserve. They are intimidating.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Does the draft plan support community partnership in this sector?

| Yes | No | Don't know |
|----------------------------------|-----------------------|-----------------------|
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

⏮ ⏪ ⏩ ⏭

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

The plan is not ambitious enough to restore native ecology. There is building public support and desire to do something about climate change. Here is a perfect opportunity to tap into that motivation and get the public involved in extensive planting to accelerate the development of a significant carbon sink. Students striking for climate change action is a perfect example of this. The plan should outlay how our youth will be engaged in restoration projects. They are our long term Kaitiaki. Can you imagine the connection to the OGB our children will have if as the 10 year old they plant areas which over their lifetime they see to maturation? Acceleration of planting programmes will also combat the significant spread of weeds. Darwin's barberry is dominating the landscape in areas. People who plant trees will want to see them flourish and will become committed to protecting their patch from invasion. Restoration, as outlined in the plan, will increase the halo effect from Zealandia. Wellington could have a nationally significant walk/bike along the length of the OGB where people from around New Zealand and the world can experience contrasting landscapes and interaction with our incredible flora and fauna taonga. All this without having to sleep in a sleeping bag and still having a latte and smashed avocado on toast for breakfast. This increases the appeal to a wider range of people who might not otherwise seek a real connection to nature and all the benefits that comes with it. The plan lacks measurable outcomes. While it identifies numerous commendable actions and initiatives it doesn't demonstrate what we will see in 10 years time. Attention should be given to this. For example, % of native bush coverage, percentage of population accessing the area. What are the specific measures?

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Tom

Last Name: *

Adams

Organisation:

Western Suburbs Trail Alliance

On behalf of:

Postal Address:

Suburb:

Northland

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

If possible I would like to bring a couple of illustrative slides / images to be shown if a projector is available.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

Why? Because it is a very comprehensive list! Crucial to that is monitoring - we can plan and administer the OGB better if we have better data.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of](#)

the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

On the exposed ridges the native vegetation will take a very long time to return, if at all. Up until then we will have a lot more gorse and barberry to deal with. It's not a big issue, and there are pros and cons, but for me the cons outweigh the pros. Also, presumably there is a revenue from leasing the area for grazing?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from

the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?

| | | |
|-----------------------|-----------------------|-----------------------|
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Please see supporting document

Attached Documents

| File |
|---------------------------------------|
| OGBMPsubmissionFinal |
| Outer Green Belt Management Plan 2019 |



Summary

Western Suburbs Trail Alliance (WSTA) is a subset of Wellington Mountain Bike Club (WMTBC), and endorse their submission, along with Brooklyn Trail Builders and Welly Tracks.

The WSTA:

- Endorse the draft Outer Green Belt Management Plan
- Welcome the diversity of users of the OGB, and is happy to note the growth of mountain biking recognised in the Plan
- Note the need for mountain bike tracks of a range of skill levels also recognised in the plan.
- Agree that the proposed tracks in the Johnston Hill area are an excellent way to achieve this, and fit well into the existing shared-use network in that area.
- Furthermore, the proposed tracks will reduce possible user-conflict on the Cemetery-Skyline track, creating more recreation opportunities in a safer environment.
- Are keen to provide volunteers to improve the ecology of the area through trapping and native planting.
- Welcome the opportunity for public consultation, but feels that should consultation be successful the timing of construction could be expedited from 5-10 years.

Introduction

Wellington is a diverse city, and a better place for it. It is diverse in its ecology and economy, and in its cultures and activities. This diversity brings resilience and opportunity, along with vibrancy and future-proofing. This is a large part of why so many of us choose to call Wellington home.

In the Outer Green Belt Management Plan (OGBMP) over twenty permitted recreational activities are listed, from drone flying to rock climbing, from tramping to e-biking. It is this range of diverse activities that give Wellington's population an outlet, improving their health and well-being, as well as enhancing their awareness of our natural environment.

This – along with the mandate to safeguard the landscape and native ecology - is surmised in the Plan as:

“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.”

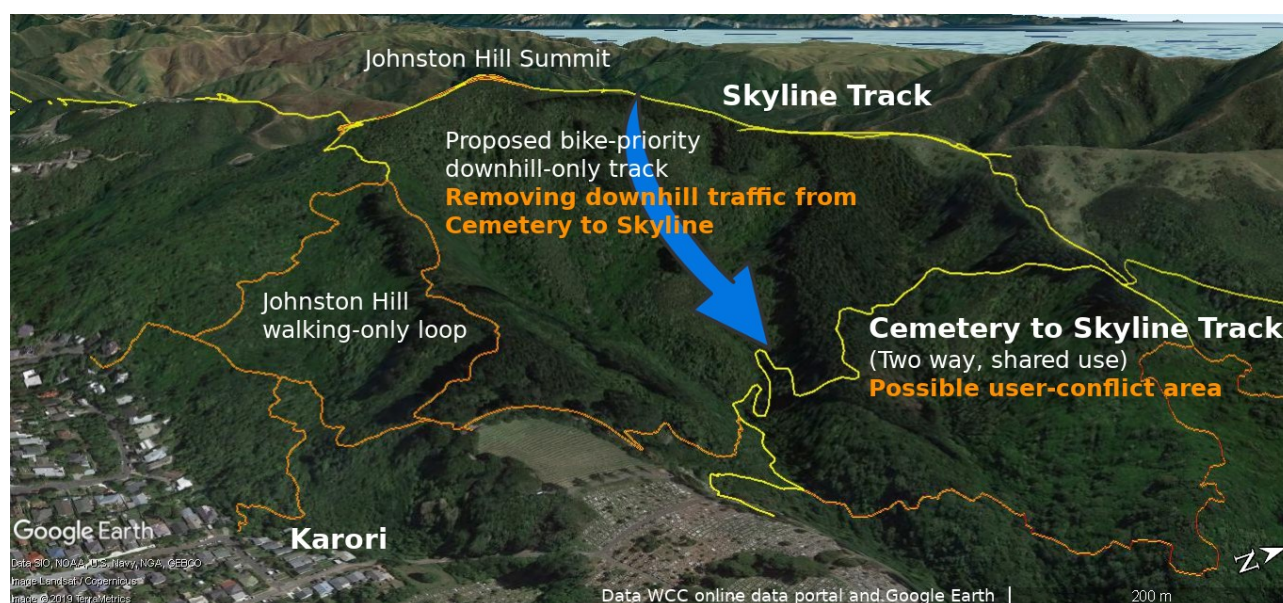
We believe that the draft plan achieves this goal admirably. We also endorse section 4.7.2 which discusses a monitoring plan, so that decisions can be made on objective evidence-based data. We

believe that through increased data collection, by means of surveys and track counters, the diversity of users of the OGB will become even more apparent. To this end, we would like to provide more details on one aspect of the Plan, the proposed mountain bike tracks in the pine plantation area of Johnston Hill.

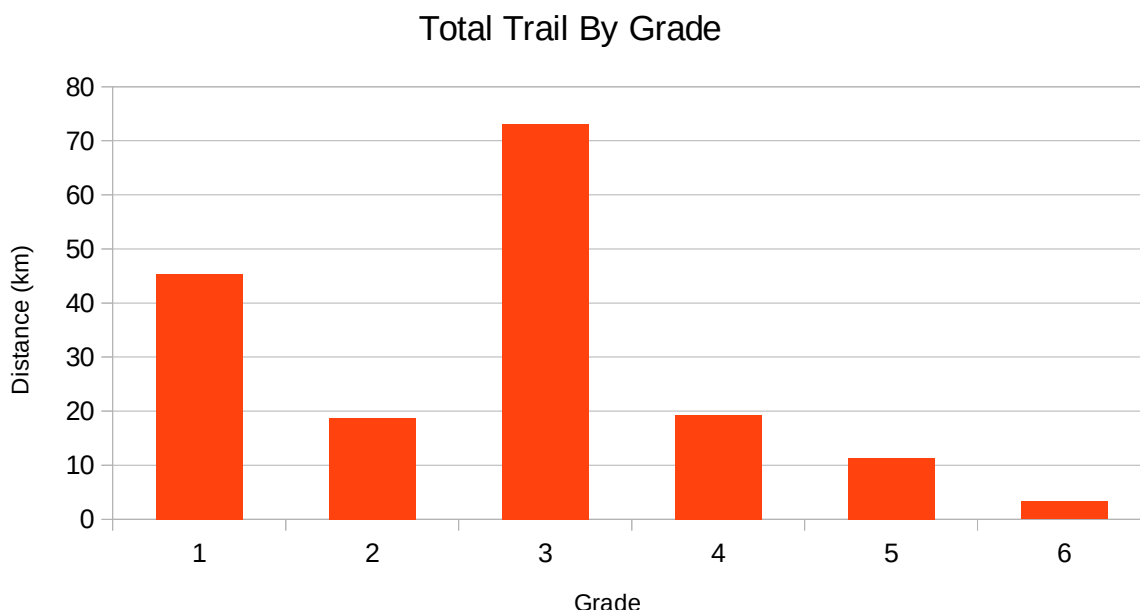
Johnston Hill Mountain Bike Tracks

The OGBMP looks to enhance and complete the Skyline track, which will increase both bike and foot traffic on it. Additionally, visitor numbers to the OGB are increasing, particularly mountain bikers. The Cemetery to Skyline shared use track, pictured below, is an important connector between the Skyline track and Karori and the Western Suburbs. Currently two-way and multi-use, it is likely that sooner or later the combination of downhill bike traffic and walkers may lead to conflict. Just as in Polhill reserve, the addition of a downhill-only bike option is a necessary way to future-proof this network for future conflict. Unlike in Polhill reserve, this downhill connection can be made in plantation pine forest of negligible ecological value. For this reason alone, the inclusion of proposed mountain bike tracks on Johnston Hill is an excellent addition to the Plan.

Map 1 – 3D view showing how proposed tracks remove potential user-conflict



Additionally, the Plan makes several mentions of the “*demand for more technical grade 5 tracks*”, but this is never qualified. This demand has been known by WCC for several years, and featured in many discussions with WMTBC. A key driver for this demand is the recent loss of access to the privately-owned Long Gully Station for bikers, home to most of the city’s higher grade tracks. The following chart shows the current total length of mountain bike trails in the Wellington region by grade (source, Trailforks.com). Out of 171km only 14km are of grade 5 or higher. There is an overwhelming dominance of grade 3, which is great for beginner mountain bikers, but leaves them few places to go as they progress. WCC has done a great job of encouraging people onto their bikes and into the wild, but there also needs to be a range of tracks for them as they progress. The proposed tracks on Johnston Hill are a great example of how this can be achieved in a way that preserves the ecology, the diversity and the experience of the OGB for all, while posing virtually no financial burden on the council.



Some critics of the diversification of the OGB may question whether mountain bikers already have ‘enough tracks’. This is answered by one of the five guiding principles of the OGBMP, which states that the diversity of landscape is a strength of the area. This acknowledges that one of the major attractions is the range of ecology and topography, and this attraction is felt by all user-groups. Where compliant with the general track network policies it is reasonable to assume that mountain bikers would like to experience a range of grades, locations and environments as much as any other users. To corral all of Wellington’s mountain biking into a single area of homogeneous grade 3 trails would degrade the experience and seriously reduce participation.

WCC are well aware of the shortage of grade 5 tracks, and it has been the subject of many discussions between WCC and WMTBC over the last few years since the loss of access to Long Gully. It is important to note that the Makara Peak Master Plan does not contain any provision for any new Grade 5 trails in that area.

In 2017 WCC came to WMTBC asking for suggestions of possible locations for higher grade tracks. By January 2018 Wellington Mountain Bike Club submitted to Wellington City Council a proposal for mountain bike tracks in the pine plantation on Johnston Hill (Appendix I), a location which fulfilled the general track network policies of the OGBMP. This location was deemed ideal because:

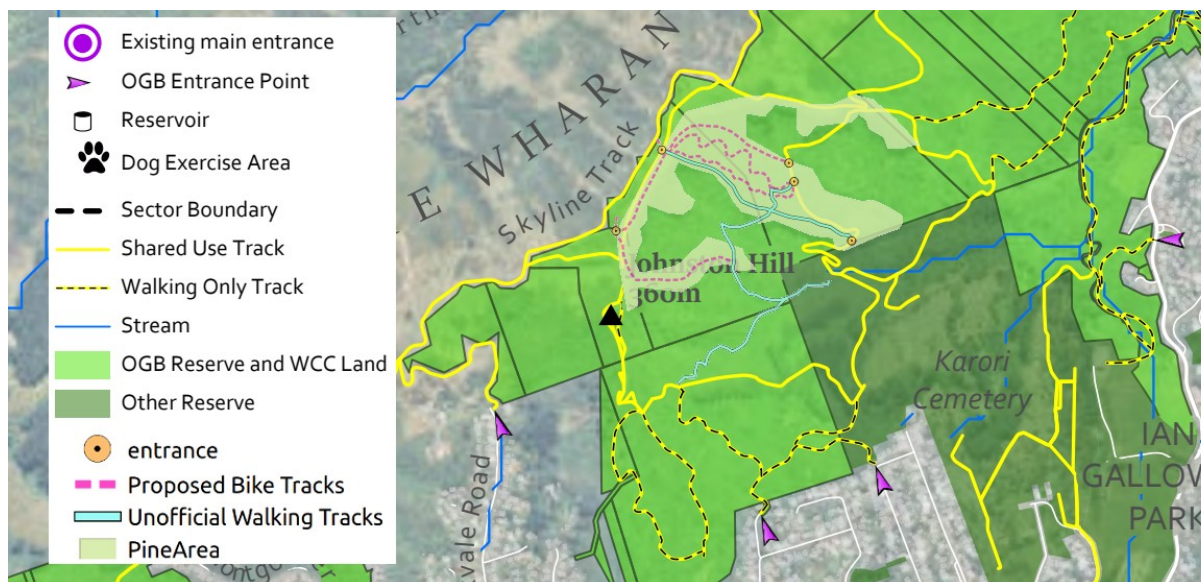
- Potential for user conflict is reduced from the status quo:
 - The area already contains a large number of shared-use trails, and adding bike-only downhill options will remove traffic from them. There is a walking-only loop which is unaffected. Overall, the area is very low use, and the proposed tracks do not cross any walking trails.
- No negative environmental impacts
 - All trails are in a plantation pine forest, with minimal ecological value. No streams will be disturbed. No trees will need to be felled, and the forest canopy will be unchanged. There is minimal understorey. The style of trail will be narrow and low impact (i.e. not large wide tracks)
- Ecological restoration
 - WMTBC are willing and able to provide additional volunteers for trapping and native planting in this area as part of the agreement.
- Connectivity

- This area is directly accessed off of the Skyline track, a major connector within the OGB, and creates additional loops connecting to Makara Peak, Karori Park and Wrights Hill.
- Diversity
 - These trails would be a unique addition to the network, as there are no other instances of trails in this kind of forest in Wellington, with this mix of ground and rock terrain. The area is ideal for Grade 5 trails, filling a significant hole in the existing network.
- Community engagement
 - There are a large number of bikers in the area, allowing the project to tap into significant volunteer labour for construction, but also trapping and environmental monitoring.
- Economic benefits for Wellington
 - The Makara Peak Master Plan discusses “*Wellington’s aspirations for increased national status as a high quality mountain bike destination*”, while the OGBMP discusses direct and indirect economic benefits from the OGB. This is achieved by enhancing and diversifying the range of tracks, driving more revenue from visitors, but also encouraging more people to settle and to call Wellington home.

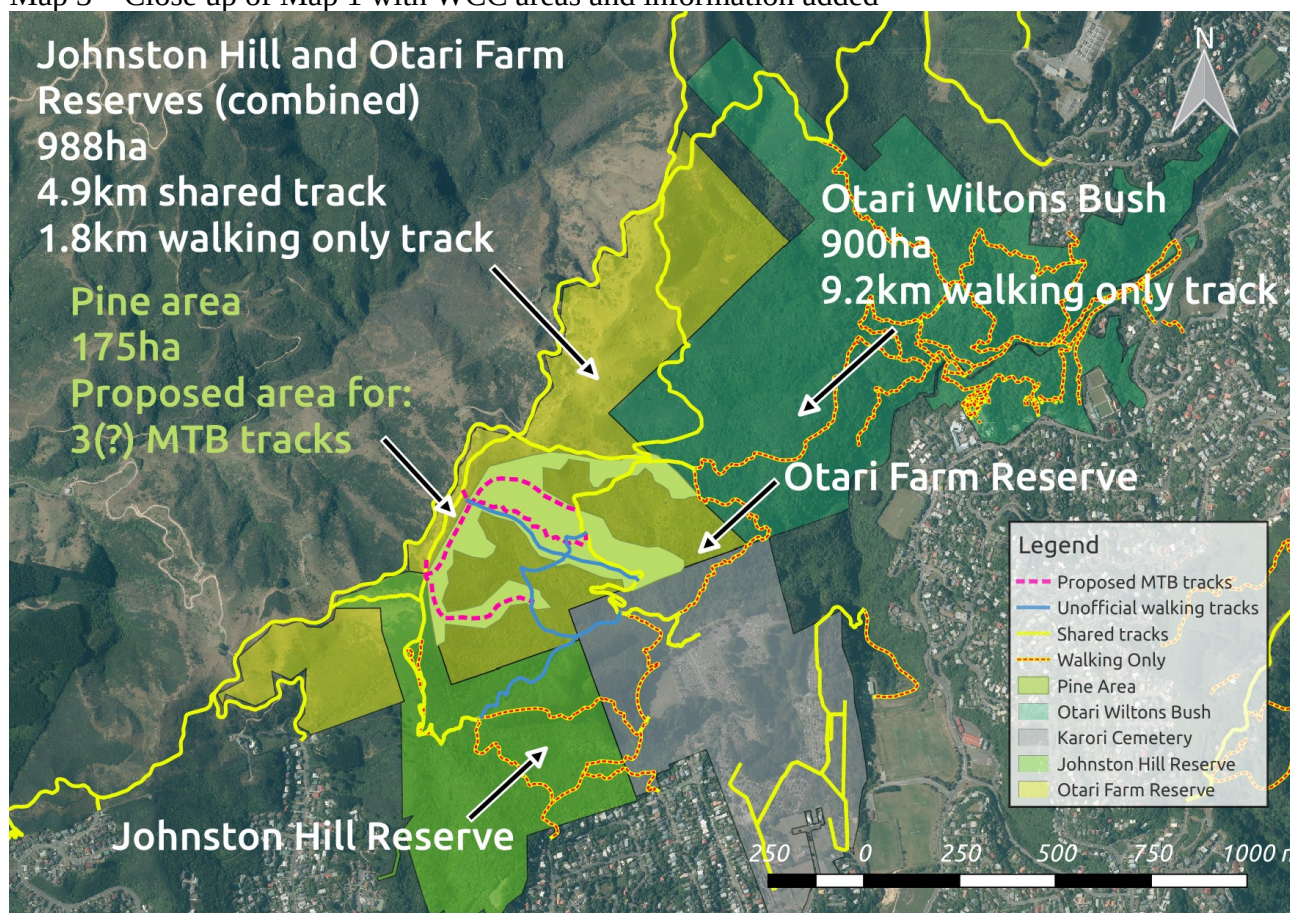
Integration into existing network

The maps below show the existing network of nearby walking and shared use trails, along with the data provided in the January 2019 WMTBC proposal. The maps show the pine area and proposed bike trails, as well as existing unofficial walking tracks, which the proposal recommends upgrading into official shared tracks. It is apparent that the proposal makes good use of the existing shared trail network, and will not impinge on any existing walking-only trails. There is ample space for walkers who prefer not to be in the vicinity of other user-groups, with a safe and integrated network of shared and bike-only trails for others. Existing trails will not change in character, only status.

Map 2 - Sector 4 map as per draft OGBMP, WMTBC proposal overlaid



Map 3 – Close up of Map 1 with WCC areas and information added



Using volunteer labour from WMTBC, the existing climbing trail ‘Cemetery to Skyline’ could also be improved, with two steep, tight corners altered to provide easier access for all users. Looking further afield, these trails connect immediately with the Skyline track. This creates many more possible loops from Karori integrating with Wrights Hill, Makara Peak and Karori Park, and also provide options from all of the Western Suburbs extending through to Johnsonville and Mt Kaukau.

Western Suburbs Trail Alliance

The Western Suburbs Trail Alliance is a facebook group of 127 members, set up under the auspices of the Wellington Mountain Bike Club to advocate for the development of mountain bike tracks in the pine plantation area of Johnston Hill. We endorse WCC’s proposal to start public consultation on these tracks, and welcome the findings of that report. Once this is complete, we question the stated 5 to 10 years for construction, as our readily available volunteer labour and low cost to WCC mean we can start right away once proper planning and consultation is completed.

Overall, we commend WCC on their forward-thinking planning, and look forward to working with them in the Johnston Hill area.

Appendix I – Proposal submitted to WCC January 2018

Executive Summary

The Wellington Mountain Bike Club (WMTBC) acknowledges that there is a demand for grade 5/5+ mountain bike tracks in Wellington that is not being fully met. This proposal provides a plan for a set of high-grade trails in a pine block on Johnston Hill, an area of the outer green belt that is ecologically low-value, currently has little use, has excellent user separation, and connects well with the existing track network. These tracks will be unique to Wellington City, as there are currently no other grade 5 trails in a high-density pine plantation, and could compare favourably to tracks in Rotorua, Nelson and Queenstown. A plan to construct and maintain these tracks by WMTBC is also provided. WMTBC can provide volunteers to extend the existing trapping programme in the forest.

Objectives

This proposal aims to:

- Work towards fulfilling the demand for grade 5 tracks in Wellington
- Create tracks that are unique among the existing trail network
- Reduce user conflict by creating tracks in an area of low use and low ecological value
- Have minimal impact on other users, and minimal track intersections
- Provide tracks in an area that is close to the CBD, and connect well to the existing track network
- Compliment the existing network
- Reduce unsanctioned track construction by providing the chance to both ride and build grade 5 trails.

Justification

Pine plantations in New Zealand are widely regarded as having lower ecological value than native habitats (*Norton and Miller, 2000*), and as a consequence offer a lower recreational value to walkers, as evidenced by the comparative scarcity of walking tracks in pine plantations, even when publicly owned. However mountain bikers seem less concerned with the ecological deficits of a monoculture, and many of New Zealand's best known mountain bike locations are in pine plantations (Ben Lomond hill in Queenstown accessed by the Skyline gondola, Whakarewarewa forest in Rotorua, Woodhill Forest in Auckland, Maitai Valley in Nelson, Eskdale forest in Napier to name a few). Creating mountain bike tracks in pine plantations is thus an effective method to segregate users and reduce potential conflict without detriment to user experience.

Wellington has a demand for grade 5/5+ trails that is currently not fully met. This is shown in the problem of unsanctioned trail building, which has grown along with the popularity of mountain biking, although is an issue that has existed for decades. All unsanctioned trails in Wellington have been of grade 5/5+ level, showing that there is a high demand for those grades. There are however already a few sanctioned grade 5/5+ trails in Wellington, at Makara Peak, Wright's Hill, Mt Victoria and Karori Park. To ensure uptake, any new grade 5/5+ trails need to be distinct from these. There are currently no grade 5 trails in high density plantation pine in Wellington, so this proposal provides a fresh style of trail, which provides diversity among the existing alternatives. Other tracks in pine – namely Mt Victoria and Karori Park – are in much older, lower stocked pine. In these lower stocked forests there is more understorey, a different ecology and also a different rider experience.

The suggested location on Johnston Hill is in a pine plantation block, which is mature but unpruned. It has been thinned approximately ten years ago, and according to council sources is not expected to be harvested in the near future. This makes it ideal for grade 5 mountain bike tracks, which are low cost to build and maintain. In the event that the hillside is harvested, despite an unfortunate loss of tracks there will be no significant monetary loss to WMTBC or to WCC.

Ecological considerations

The attached map shows that any newly constructed tracks will be within pine forest. This forest is mature, but unpruned. There is negligible understorey, and ecological value is minimal. Although some lower branches will need to be pruned from some pine trees, no operations would fell trees or negatively affect their timber. There is a small intermittent creek that runs close to proposed track 3, which will require care if the tracks crosses it. No other water bodies exist in the proposal area.

Close to this area is Otari Wilton's bush. All tracks remain on the uphill side of the Cemetery to Skyline track, away from Otari Wilton, so no deviations are possible that would encroach on the reserve. A good selection of tracks in the area would remove any demand to illegally access Otari Wilton's walking tracks, most of which have many steps and are unappealing for bikers.

The proximity to Otari Wilton also means that increasing volunteer trapping efforts on Johnston Hill could have benefits to the ecology in the wider region, including Otari Wilton. WMTBC can provide volunteers to extend the existing trapping effort on Johnston Hill.

Integration into existing track network

These proposed tracks fit well with each other for short loops. The Cemetery to Skyline track provides a good uphill, and connection via Skyline to Karori Park and Makara Peak, and to Crofton Downs and Mt Kaukau in the other direction. The proposal can be viewed as a small area that can be ridden on its own, or as an option off of a longer ride incorporating Skyline.

The proposal allows for two entrance points from the Johnston Hill walking track, and two exit points on to the Cemetery to Skyline track. An unofficial walking track will also be crossed by one track. This small number of track crossings can be constructed in a way that reduces exit speed and is safe for all users. Otherwise the downhill tracks have no other intersections.

Another unofficial walking track follows a ridge up the hill (Ridgeline Track on map). After the Cemetery to Skyline track, this is the second most walked track in the forest (although users are still very low). This proposal keeps downhill bike traffic off of this ridge track. Currently there are some unofficial bike tracks that use this ridge track, and a jump that crosses it, but any elements of these that become official tracks will be realigned to keep the ridge track walkers only. Some mountain bikers may choose to push their bikes up the Ridgeline Track instead of riding up Cemetery to Skyline (the Ridgeline track is too steep to ride). As the mountain bikers would in effect be walkers at this point this is not expected to be an issue.

Segregation of users

Currently a small number of walkers use the Cemetery to Skyline track, and a very small number of walkers use the Ridgeline track. A much larger number of walkers use the Skyline track. This proposal reduces downhill traffic on Cemetery to Skyline by providing alternatives, and keeps all downhill biking off of the Ridgeline track. The new tracks will be located in a pine area that receives virtually no walkers, and intersection points will be safely built.

Construction

Some unsanctioned tracks already exist. Elements of these may be used in the proposal, but much can be reconstructed to new alignments and to a higher quality. Volunteer labour will be sought by WMTBC, which preliminary advice and the existence of unsanctioned trails suggests is substantial. Material costs can be met by WMTBC. The cost to the council will be only that incurred through inspection and authorisation.

Maintenance

Maintenance will be taken care of by local volunteers, arranged by WMTBC. If these volunteers should no longer be able to fulfil this role, WMTBC will endeavour to find replacements. In the event that no volunteers can be found, WMTBC can coordinate trail removal with WCC.

Trail removal

In the extremely unlikely event that the trails are not used, or are not maintained and become unusable, WMTBC and WCC can agree to remove the trails. This entails removal of any signs, infrastructure and features, and closing of trails by blocking entrances with branches and dead trees. Details of the trails will be removed from trail databases (e.g. Trailforks and tracks.org.nz). Within a year or two pine needles will have covered the remains of the trails, rendering them invisible. WMTBC see this as extremely unlikely however.

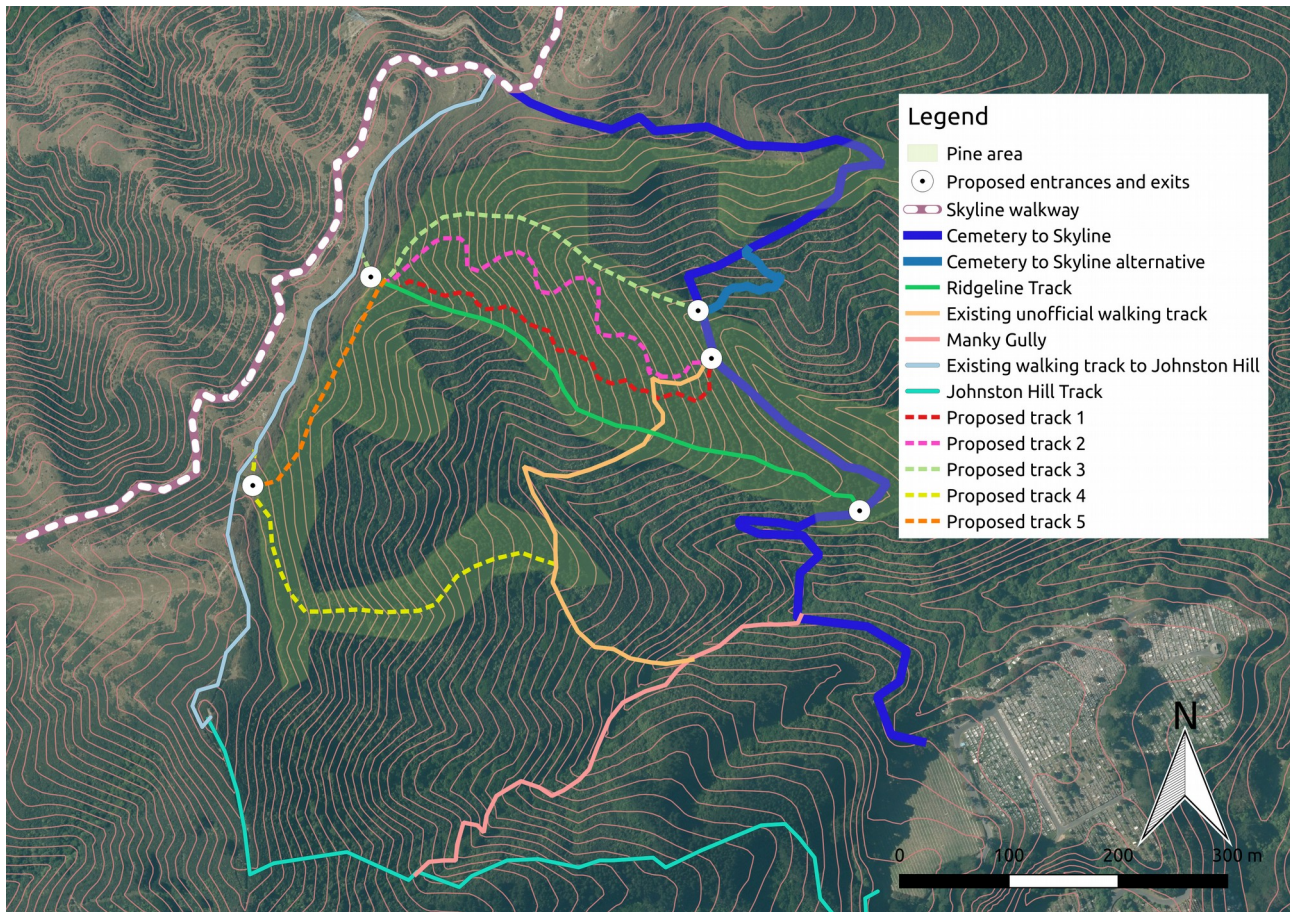
Track Details

Access to Johnston Hill is governed by the Open Spaces Access plan (September 2016), and the loop tracks are denoted as 'closed to mountain bikes'. No mention is currently given to the Cemetery to Skyline track, which is dual use. The Open Spaces Plan will need to be modified, with allowances for the tracks detailed in this proposal.

This proposal entails:

- 1) Permitting uphill cycling on the existing Johnston Hill track, and the existing walking track from Cemetery to Skyline up to the track entrances.
- 2) Permitting downhill cycling on 'Manky Gully', allowing a grade 5 descent.
- 3) Adjusting tight corners on Cemetery to Skyline alternative to be rideable up and down.
- 4) Permitting cycling on existing unofficial walking track (see map)
- 5) Constructing 5 new tracks. Elements of existing trails could be used. Exact lines to be determined by marking and inspection, if permitted. However all lines can stay within the pine area.
 - Proposal 1 - A flowy pine track, grade 4+/5
 - Proposal 2 - A more technical off-camber track using rock features, grade 5
 - Proposal 3 - A new track that uses a new exit point, but makes use of rocky terrain in a dried-out river bed. Grade 5+.
 - Proposal 4 - A line in another part of the pines, featuring larger jumps and steeper terrain. Grade 5+
 - Proposal 5 – A connecting track between the two entrance points (downhill only), to extend the length of the runs. Grade 4+/5

Map



Tracks from GPS.

Contours Wellington city 5m contours 2004, from <https://koordinates.com/layer/1475-wellington-city-5m-contours-2004/>
 Aerial imagery Wellington rural 2012-2013 from <https://data.linz.govt.nz/layer/51870-wellington-03m-rural-aerial-photos-2012-2013/>

Images

1) View of high-density pines from Cemetery to Skyline track, showing lack of understorey, and also contrasting environment to older, lower stocked plantations such as Mt Victoria or Karori Park.



2) Proposed main exit point



3) Proposed main entrance point



4) Johnston Hill walking track





5) Mix of rock and leaf litter creates a good surface for grade 5 tracks





Summary

These proposed tracks will add diversity to the Wellington track network, access an under-utilised area and help satisfy a demand for grade 5 trails. The site has been selected due to low ecological value, low walking usage, but high suitability to mountain biking. The trails can be created at low to no cost to WCC, and WMTBC can source volunteers to construct and maintain the trails, as well as providing volunteers to extend the existing trapping programme in the forest.

References

Norton DA, Miller CJ 2000. Some issues and options for the conservation of native biodiversity in rural New Zealand. *Ecological Management and Restoration* 1: 29–37.

First Name:

Jacqui

Last Name: *

Lane

Organisation:

On behalf of:

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Preferred method of contact

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Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

Wellington is a small city and as such, it is important that it maintains it's strong and close links to the wild outdoors on it's doorstep. The wild outdoors that is a defining feature of the city. Connecting the spaces, improving access to encourage a wider range of activities and thus enabling various organisations, community groups and individuals to share the enjoyment and history of it and work together to help improve and protect areas can only benefit the environment and the people who share it.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

We often ride the horses through Te Kopahou, but it is not signposted for other users to indicate that they may come across horses. Most of the time coming across horses on their journey is a very pleasant surprise for people, but there will always be the occasion where an indication of possible horse presence would have been useful. The gate at the start of the tip track has cycling, hiking and dog walking figures on it.. a horse figure would be an easy addition. For the cyclists, a cycle fixing station would be a great addition by the tip track entrance. Maybe a drinking fountain too. A track map/board at various intersections of Te Kopahou would be great too. You can see the tracks, but without knowing exactly where they come out or join up, and how long they are/take, they don't get used as often as they might.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☒ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I believe loop tracks are important for the majority of the users as it is not always practical to end up a long way from the starting point. Places with great public service links could manage tracks that start and end in different places, but this is not always possible. Horse riders are not able to use public transport, and need to utilise loop tracks. Sectors 1, 2 and 3 have minimal loop tracks in place and given that there are a large number of horse riders in sector 2, Ohariu, it seems much more could be done to improve access and accessibility. We are very lucky with Sector 7, Te Kopahou, but there are a lot of tracks that I personally have never used as I'm not sure where they go or how long they will take.. see point made at q.4

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

A funicular would be great, but possibly prohibitively expensive. Seating at various points to enable the weary to rest comfortably. Huts for overnight stays. Using 4wd vehicles as a resource to provide pre-agreed access for certain groups maybe? Being able to access them on 4 legs (horses) is

fantastic and it would be great if there were more tracks long the outer green belt that were accessible this way. Horse riders will remain a tiny percentage of users, but we certainly appreciate the ability to check out new views of the city, just like everyone else.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Having livestock around is part of the history of the area. They are the best means of keeping areas open to maintain ridgeline openness and therefore views. Yes, fencing is an extra cost, but native bush regeneration and the views of the city are worth it. Yes, some people are scared of cattle, but some people are scared of dogs, birds and all manner of other things. In all the time i have lived in Wellington, I've rarely come across stock, other than our horses. Signage with instruction on what do do should an inquisitive mob of heifers/steers come your way could be useful, although I'm pretty sure the farmers manage their stock to ensure any conflict between them and humans is minimised, so really this is a non issue. Maybe smaller animals, eg sheep could be grazed more, and cattle less, then the damage to tracks would also be reduced.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances

are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Sector 1 has no access at present, so either of these entrances should be a priority, especially if further areas can be added to the outer green belt to provide more space and tracks. The same applies to sector 2 and could serve to create more of a link between these areas. Chartwell bush/woolshed would also be a higher priority for better access to the shared tracks as at present the main access is to walking tracks only. Wrights hill access needs to be improved and due to the large network of tracks, and large local population this would be well used. Brooklyn wind turbine entrance will combine with proposed fly by wire, and having a car park at the tip track entrance will ensure greater access by linking these two areas, however this is probably not the highest priority as access at these points is sufficient at present.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

There does need to be consultation with all horse riding groups about potential new tracks that could be shared, however I am not familiar enough with this area at present to comment further.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

as for sector 1

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

It would be great if further investigation and consultation could be done for this area in relation to shared tracks for horse riders

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| Yes | No | Don't know |
|-----|----|------------|
|-----|----|------------|

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

Due to the large horse riding population here and the potential links from Te Kopahou around the coast and through sector 6, it would be great to consider shared track access and consult with horse riders on this.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

As above for sector 5

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

This is a wild coastline which should also be preserved and maintained as reserve, rather than turn into a main highway at weekends. The land area borders Zealandia, and the bird life will spill over into this area if pest control is improved. There are plenty of community groups and landowners who will be willing to help with this if given the opportunity and if approached sensitively. As an example, I have volunteered my services and also on behalf of the club to check/reset pest traps as we ride through and could also assist with weed spotting/control on occasion. We already support Predator Free Island Bay, various stream and beach clean up groups and I have been planting a variety of native trees in the Frobisher reserve for a decade. I certainly believe that horse riders should

continue to have access to this area. Horses and in particular the Wellington City Light Horse Club, is a large part of the history of the area.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

I have no issue with Te Kopahou being extended to include the coastal road area as scenic reserve. To me this is a scenic reserve. As long as multi use access is still allowed, (including some, restricted vehicle use) then more than happy to stay on determined trails.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Seating areas, or similar structures that could be used to rest on or mount a horse from, water fountains/dog water troughs and bike fixing stations are all conveniences that might be relatively easy to implement, but which could greatly improve the enjoyment factor of the outer green belt for various users. Consultation with various user groups (especially horse riders) on proposed tracks and future networks. There is a lot of experience and historical knowledge out there to be tapped into to ensure a great job is done to make our city as livable, if not more livable, for more people over the next 10 years.. as a start.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Heather

Last Name: *

Sinclair

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On behalf of:

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Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

Wild green connector: connectivity will be promoted by completion of the Skyline Track and various sector specific proposals to close the gaps. 'Wildness' may be compromised by enhancements of the track network/providing for diverse interests/ages/abilities to access the OGB which KA supports. Defines edge of city: by virtue of land status/proposed reserve classifications/ restrictions on new buildings and structures Protects and connects nature: provides an ecological corridor /proposed weed and animal controls. Invites people to escape and explore: this will be enhanced by the proposed development of new entrances and the development of a heritage inventory.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

KA acknowledges the tangible and intangible economic benefits that the OGB brings to the City (and our suburb). However, the OGB is is a huge resource which encircles our suburb and its economic benefits to Karori's community and businesses have the potential to expand significantly with population pressures etc. We therefore believe it is critical that there is sufficient flexibility in the MP to enable this potential to be realised. KA supports the concpet of community partnerships and collaborative working between council and local communities//volunteers /interest groups. Has thought been given though as to how this integration will be managed/achieved? Is Council resourced to do this?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Sectors 4, 5 and 6 of particular interest to KA. Any measures that assist in the separation of bikers and walkers are favoured. hence the proposed development of a new uphill/downhill bike loop from Karori Park to Makara Saddle is supported as it will allow the currently shared Wahine Track to be designated for walkers only.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

KA is supportive of any moves to improve the accessibility of the OGB. There are currently obvious challenges for those of limited ability. The enhancement of Wrights Hill carparking area is being promoted by this Plan. Perhaps this could be extended to include some further amenity works and provision of some short level walking tracks centred on the summit? Further expansion of an off road rest area at Makara Saddle is another possibility although careful design would be essential because of potential traffic safety issues. (Excellent vantage point for wind turbines/Makara coast). Guessing gondolas are not an option?! Occasional four wheel drive access to Makara Peak?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Pros and cons do require some balancing - but farm animals do add to the diversity of experiences available in the OGB which is not a bad thing- particularly for city dwelling children?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

As representatives of the Karori community we believe that Wrights Hill should be the first cab off the ranks but are relaxed about the order of the others! This is not just about being parochial. The area is highly utilised - not just by those folk exploring the tunnels on open days but also as a lookout and a 'cross roads' for walkers/runners/mountain bikers utilising the track networks.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

KA has restricted its comments to sectors 4, 5, and 6 which are in close proximity to the suburb.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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KA has restricted its comments to sectors 4, 5, and 6 which are in close proximity to the suburb.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

KA has restricted its comments to sectors 4, 5, and 6 which are in close proximity to the suburb.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

KA is generally supportive of the actions proposed in this sector. Some members have however expressed opposition to the proposal to consider the development of new bike tracks on Johnston Hill. Their concerns are as follows: 'Currently the Open Spaces Access Plan 2016 designate the Johnston Hill Loop Walks as closed to mountain biking/cycling. This designation should not be changed. OGBMP quite rightly identifies Johnston Hill as an important forest remnant. This is correct. It contains a significant grove of Kohekohe trees. Since the pest management programme by the Regional Council, the elimination of the possums from this bush has had a significant impact on these Kohekohe. Where previously the flowers were all eaten by possum, the Kohekohe are now covered with flowers in the late autumn attracting keruru and tui. The development of seeds has meant that there are now a range of young trees growing among the older ones. This is quite rightly a popular place for walking and just enjoying nature. If bikes are allowed on the path it will have a disastrous effect. - the circular track is not suitable for bikes. It is steep and has steps in several places. This will lead to bikes going off the track to go round the steps. - there are a lot of tree roots on and near the side of the path and these will be damaged by bikes. - it will no longer be a pleasant safe place for walking especially for old people and children and those who walk dogs. - the track becomes quite wet in the winter and will be easily churned up by bikes.' Notes: In placing

these comments on record, KA notes: 1. That the proposal in the OGBMP is to consider three grade 5 downhill mountain biking tracks in pine plantation. Given that the above comments reference an area of native forest, is this a case of mistaken identity? 2. KA also understands that the OGBMP is not the consultation forum for this bike track proposal. The intention to consider them is being flagged here but that consideration will form part of a separate process. This will mean there is an opportunity to submit/be involved at a later date.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

1. Although not mentioned in the key actions on the Summary Sheet, KA is very supportive of the ideas expressed in item 6.5.3.5 of the main document - i.e. that consideration be given to the feasibility of extending tracks along South Karori Road to link with a route along Karori Stream to the south coast. KA has for some time promoted the idea of developing access to the south coast to develop the recreational/tourism potential of this area. 2. KA notes the intent to add land not required by WWTP to the OGBMP. (Presumably, as this was acquired under the PWA, this will involve a Public Works Act process with Council needing to put forward a case as to why this is required for another public work - in this case, a reserve? KA will watch this process with interest given the outcome of the parallel process for the Karori campus). KA's primary concern is that sufficient land is retained in WWL administration for the foreseeable needs of the WWTP including additional storage capacity. We trust our friends at WWL are all around this.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

KA has restricted its comments to sectors 4, 5, and 6 which are in close proximity to the suburb.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

While it does not have a strong view on this, KA notes the classification/re-classification process invariably results in a scenic reserve outcome. While it understands the rationale, it queries whether this is always the best approach. To provide for future unknowns, would it be better/provide some flexibility to leave some non-key areas as they are - either unclassified or with the existing recreation reserve status. Examples include 62 Allington Road, 48 Landsdowne Terrace and 400 Karori Road (rear part of Karori Park).

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Frances

Skilton

Organisation:

On behalf of:

Postal Address:

Suburb:

Johnsonville

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

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- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

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Is there anything missing that would help?

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Pros

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Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

More important: brooklyn, ohariu valley road, mclintock street Less important: Chartwell

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Shireen

Maindonald

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

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Why/why not?

Short walks need to be promoted eg. 1 hour. Online information and pamphlets do not make it clear where minor entrances are for the Skyline Walkway.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

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What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

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☐ No
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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3 - starts page 54](#)). [Click here for maps showing the proposed track networks](#).

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Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I think it is preferable that the land remain as grazing land. It is almost certain that weeds will grow if the land is not grazed. Weeds may escape to the bush. Sheep may be preferable to cattle as people may be less afraid of sheep. Fencing will be required if the land is grazed and this will have a cost. Mechanical grass cutting and spraying of weeds will also have a cost. Neither of these costs are indicated in the paper. In general the land will look better if it is grazed.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

No preference as to which order that the entrances are completed.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

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Do you agree with the actions for this sector?

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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Fee simple should not be changed to reserve before the encroachments have been considered. There may be cases where the encroachment should continue and an encroachment fee charged by Council. The paper does not quantify the number of encroachments. The cost of staff time to rectify encroachments and the cost to Council to look after land previously looked after by homeowners is not made clear. There is some land which is appropriate for housing which will become classified as reserve in this paper. There will not be much point in having a pleasing skyline if land for housing is removed from supply.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

There is no costing for the purchase of land to become part of the outer green belt. There may be some economic benefit in a mountain biking trail. Its not clear to me why Council has funds to purchase farmland for the outer green belt but has no funds to purchase land for play areas or netball and basketball courts. I have no concern about some trails changing from a walking track to a wider track which is suitable for mountain biking. Camping should be allowed in some circumstances. It may be that camping could be generally not allowed but possible for a specific organised event which would have an approval process.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

James

Last Name: *

Cooney

Organisation:

On behalf of:

Postal Address:

Suburb:

Wilton

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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☒ Yes☐ No☐ Don't know

If not, why not?

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What do you think could be added?

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Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

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Brooklyn wind turbine, Wrights Hill, Chartwell Bush/woolshed, ...

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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I fully support the Western Suburbs Trail Alliance (WSTA) submission in favour of building Grade 5 downhill mountain bike trails in the pine plantation above Karori Cemetery. I am a volunteer trail builder that helps out at both Makara Peak and Polhill. This is one way in which I can give back to the community but ultimately I am not building the trails that will progress my riding. If approved, I will assist with the building of the trails above Karori Cemetery and hope that they could be completed

in a shorter time frame than the proposed 5-10 years.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I support the Brooklyn Trail Builders (BTB) submission, specifically their trail network proposal.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

John

Last Name: *

Baddiley

Organisation:

Wellington Mountain Bike Club

On behalf of:

Postal Address:

Suburb:

Wadestown

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

We believe that the need for ecological protection (and in many instances, ecological restoration) can, and should, co-exist with providing opportunities for recreation. We believe that people's understanding of the importance of ecology, and the unique environment that exists in New Zealand (and has existed in the past in Wellington) is directly linked with their ability to interact with nature. The Outer Green Belt needs to remain a place where all of us can reconnect and interact directly with nature, and not a zoo or a museum exhibit. We also believe that ecological protection and restoration can be directly linked to recreation. We have examples of this in many of the trail areas that the club operates, including Polhill reserve, and the Miramar Trail Project, where dual-use trail development has allowed for more comprehensive trapping programmes to be operated. The WMTBC's triple priority strategy of Trails, Trees and Traps has seen over 15,000 trees planted in the past 5 years, replacing second growth monoculture and areas with pest plants (such as pine, holly and Darwin's barberry) to a diverse native mix of trees.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

We recognise that the goals and expectations of all users of the outer green belt are not always going to be in alignment. We believe that the management plan should reflect the diverse groups of people that value and use the outer green belt, and support efforts to bring these community groups together.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

We support the broad thrust of the draft plan with these sectors 1 and 2, especially with regards to linking the existing trail network (specifically the Skyline trail) through to Rangitihu/Colonial Knob. We support the draft plan proposal for mixed use connector trails from Kiwi crescent to the ridgetop. The extension of Skyline offers an opportunity for an iconic day ride from Rangitihu/Colonial Knob all the way to Makara Peak. This would be an experience that is not available anywhere else in the Wellington trail network, with sweeping views both across the city and out to the western coast. In sector 3, we support the development of a descending singletrack trail from near the Crows Nest towards Silversky, and note that this would help fill a large gap in legal mountain bike access off the ridge between Kaukau and Johnston's Hill / Kilmister Heights. We also support the wider plans for development of mixed use and walker trails noted in 6.3.3.5 (4a-d). In sector 4, the WMTBC supports the proposal from the Western Suburbs Trail Alliance calling for the development of grade

5/5+ trails on the eastern, pine tree-covered slopes of Johnston Hill. The city has a very limited number of difficult, technical or steep trails (grade 5), with 8% (by distance) of the trails in the Wellington network. As the skill levels of riders have increased, there has been a lack of trails to provide a challenge, which has led to unauthorised trail building. We believe that the Johnston's Hill proposal, as laid out in the WMTBC proposal to the council in 2018 provides a measured response to this demand, in an area with limited ecological value, and with limited risk of user conflict. We support the proposal to look for a safe road crossing at the summit of Makara Road, and the recommendations in 6.4.3.5 points 1-6. With point 3, we suggest that a 5-10 year plan for trail development is unnecessarily long, given that the trails would most likely be built through volunteer effort and material investment. We suggest that this trail building could be conducted in conjunction with native replanting and pest eradication undertaken by the MTB community. In sector 5, we support the recommendations of the plan for the Makara sector, including the proposals for a shared use route to extend Skyline to the summit of Makara Peak. We propose that the council re-investigate options to extend a descending and climbing trail into Makara Valley, to provide a connection to Terawhiti. In sector 7, we support the track network as described in 6.6.3.5 (1) - page 175. Brooklyn Trail Builders has proposed a trail network for Te Kopahou (see Appendix 1 - page 8). We believe this can be achieved and meet the requirements of this action point. However, we would welcome an efficient and effective consultation process that does not unduly delay this process. Points of interest should also be considered in this mix. We also query whether 'professional' track builders are required for any assessment and believe ecological considerations can be balanced with recreational opportunities. It is pleasing to note that in the document 'Wellington Regional Trails For the Future (A Strategic Framework for Trails in the Wellington Region 2017)' that Polhill/Te Kopahou is identified as a Regional Trail. Furthermore, The Skyline Track (Spicer Forest to South Coast) is identified as a Signature Track. (See page 29 of the Draft OGBMP). We call upon the Council to work towards the execution of this vision.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural

- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

The removal of grazing animals may lead to an increased requirement in maintenance to keep less-used parts of the Skyline trail accessible.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Ohariu Valley / Upper Stebbings Valley Chartwell Bush/woolshed McClintock Street 268 Ohariu Valley Road Wrights Hill Brooklyn Wind Turbine

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| Yes | No | Don't know |
|-----------------------|-----------------------|-----------------------|
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

This sector is an important link in the Wellington trail network, and is the location of some of Wellington's original mountain biking trails. Limited mountain bike access has been provided for many years in the Johnston's Hill area, some of Wellington's first downhill mountain bike races were held on the Kilmister Farm dropping from British Peak, and Wellington's first national-grade downhill race was held on a purpose-built track off the ridgeline to the north of the Makara Road summit into Karori Park. The WMTBC supports the proposal from the Western Suburbs Trail Alliance calling for the development of grade 5/5+ trails on the eastern, pine tree-covered slopes of Johnston Hill. The city has a very limited number of difficult, technical or steep trails (grade 5), with 8% (by distance) of the trails in the Wellington network. As the skill levels of riders have increased, there has been a lack of trails to provide a challenge, which has led to unauthorised trail building. We believe that the Johnston's Hill proposal, as laid out in the WMTBC proposal to the council in 2018 provides a measured response to this demand, in an area with limited ecological value, and with limited risk of user conflict. Some critics of the diversification of the OGBMP may question whether mountain bikers already have 'enough tracks'. This is answered by one of the five guiding principles of the OGBMP, which states that the diversity of landscape is a strength of the area. This acknowledges that one of the major attractions of the area is the range of ecology and topography, and this attraction is felt by all user-groups. Where compliant with the general track network policies it is reasonable to assume that mountain bikers would like to partake in a range of grades, locations and environments as much as any other users. We support the proposal to look for a safe road crossing at the summit of Makara Road, and the recommendations in 6.4.3.5 points 1-6. With point 3, we suggest that a 5-10 year plan for trail development is unnecessarily long, given that the trails would most likely be built through volunteer effort and material investment. We suggest that this trail building could be conducted in conjunction with native replanting and pest eradication undertaken by the MTB community.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

We propose that the council re-investigate options to extend a descending and climbing trail into Makara Valley, to provide a connection to Terawhiti. Section 6.5.3.5 (8) refers to a proposal to limit events within Makara Peak Mountain Bike Park. We caution that it will be essential that a careful definition of 'event' is developed. Existing MTB events (including the Peak to Creek rally, and our WMTBC Makara Enduro are important both in the mountain bike event calendar, and as fund

raisers for Makara Peak itself. We recommend that the Makara Peak supporters group is kept central to the definition of events within the park, and that the supporters group is included in the process for approving events. We support the plan proposals to extend the trail network to the south coast, which would create a great opportunity for a nationally significant trail route reaching all the way to Rangitihu/Colonial Knob.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

In Sector 7, we support the track network as described in 6.6.3.5 (1) - page 175. Brooklyn Trail Builders has proposed a trail network for Te Kopahou (see Appendix 1 - page 8). We believe this can be achieved and meet the requirements of this action point. However, we would welcome an efficient and effective consultation process that does not unduly delay this process. Points of interest should also be considered in this mix. We also query whether 'professional' track builders are required for any assessment and believe ecological considerations can be balanced with recreational opportunities. It is pleasing to note that in the document 'Wellington Regional Trails For the Future (A Strategic Framework for Trails in the Wellington Region 2017)' that Polhill/Te Kopahou is identified as a Regional Trail. Furthermore, The Skyline Track (Spicer Forest to South Coast) is identified as a Signature Track. (See page 29 of the Draft OGBMP). We call upon the Council to work towards the execution of this vision.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

We note and commend that the OGBMP interfaces with existing management plans (such as the Open Spaces Access Plan (OSAP)), but are concerned that the OGBMP appears to prioritise conservation and ecology at the expense of recreation. This appears to conflict with the vision of the OSAP, which states: 'Wellington City Council wants to strengthen and improve the open space access network through a plan that will: * provide outstanding opportunities for recreation and tourism within the open spaces of Wellington * ensure that tracks provide for a wide range of user interests, skills, abilities and fitness levels within each area * achieve a quality primary network accessing major destination points in Wellington and adjoining districts, and linking with an equitable distribution of secondary and local track networks and recreational facilities * provide a network of tracks that enables more residents to enjoy using the city's open space safely, while enhancing the natural environment.' We believe that the need for ecological protection (and in many instances, ecological restoration) can, and should, co-exist with providing opportunities for recreation. We believe that people's understanding of the importance of ecology, and the unique environment that exists in New Zealand (and has existed in the past in Wellington) is directly linked with their ability to interact with nature. The Outer Green Belt needs to remain a place where all of us can reconnect and interact directly with nature, and not a zoo or a museum exhibit. The language of the Draft OGBMP paints the establishment of trails in a bad light e.g. producing weed corridors and negatively impacting on the environment/ecology. The few weeds that do grow alongside our trails are easily managed because the trails provide easy access. We have no evidence of trails becoming 'weed corridors'. Also, planting trees with fast growing canopies quickly reduces weeds, while improving the local ecology. We also believe that ecological protection and restoration can be directly linked to recreation. We have examples of this in many of the trail areas that the club operates, including Polhill reserve, and the Miramar Trail Project, where dual-use trail development has allowed for more comprehensive trapping programmes to be operated. The WMTBC's triple priority strategy of Trails, Trees and Traps has seen over 15,000 trees planted in the past 5 years, replacing second growth monoculture and areas with pest plants (such as pine, holly and Darwin's barberry) to a diverse native mix of trees. As a club, we have worked closely and fully supported community ecological restoration efforts in our trail areas, including Polhill Protectors in Polhill and Te Kopahou, Wild Side in Karori Park, Grow Ahumairangi Forest, and in areas around the Miramar Trail Project. We believe that co-ordination of effort brings better outcomes for everyone, and will continue to work with other community groups in the future.

Attached Documents

| File |
|---------------------------------------|
| OGBMP Response - Wellington MTB Club |
| Outer Green Belt Management Plan 2019 |



Wellington Mountain Bike Club submission on the Draft Outer Green Belt Management Plan – 18 March 2019

Introduction

Thank you for the opportunity to respond to the draft Outer Green Belt Management Plan (OGBMP). Our open spaces, including the outer green belt, are an essential component that makes Wellington one of the best cities in the world to live, work and play in.

We note that two of our sub-projects (Brooklyn Trail Builders and the Western Suburbs Trail Alliance) will also be submitting detailed responses to OGBMP sectors of particular interest to them. We fully support their submissions, and thank both groups for the significant volunteer effort that has been made over the past ten years to enhance the trails and environment for all Wellingtonians.

The draft OGBMP is to be commended, both for its comprehensiveness, and its attempt to balance the competing demands of ecology and ecological restoration, use of the outdoors by people, and demands for further development. We have limited our response to those areas in the plan that are of immediate interest to the Club, our members, and the wider MTB community.

The Wellington Mountain Bike Club (WMTBC) is a volunteer-run registered charity that organises mountain bike events, supports and invests in trail development and maintenance throughout Wellington city, and advocates for mountain bike trail access throughout the region. At the time of our submission, we represent 490 active (financial) members, and our 2018 Wellington Enduro Series saw over 1,100 participants (aged from 4 to over 60) compete on some of Wellington's best trails. Our policy is to use events to reinvest into the trail network, and each year we have donated thousands of dollars towards trail and ecological restoration groups in the areas that we compete, including a \$1,000 donation to the Karori Wild Side group following the 2017 and 2018 NZDH (national club downhill racing) events.

This submission has also been endorsed by the Welly Tracks Facebook group (with over 4,000 members).

We note and commend that the OGBMP interfaces with existing management plans (such as the Open Spaces Access Plan (OSAP)), but are concerned that the OGBMP appears to prioritise conservation and ecology at the expense of recreation. This appears to conflict with the vision of the OSAP, which states:

“Wellington City Council wants to strengthen and improve the open space access network through a plan that will:

- provide outstanding opportunities for recreation and tourism within the open spaces of Wellington
- ensure that tracks provide for a wide range of user interests, skills, abilities and fitness levels within each area
- achieve a quality primary network accessing major destination points in Wellington and adjoining districts, and linking with an equitable distribution of secondary and local track networks and recreational facilities
- provide a network of tracks that enables more residents to enjoy using the city's open space safely, while enhancing the natural environment."

We believe that the need for ecological protection (and in many instances, ecological restoration) can, and should, co-exist with providing opportunities for recreation. We believe that people's understanding of the importance of ecology, and the unique environment that exists in New Zealand (and has existed in the past in Wellington) is directly linked with their ability to interact with nature. The Outer Green Belt needs to remain a place where all of us can reconnect and interact directly with nature, and not a zoo or a museum exhibit.

The language of the Draft OGBMP paints the establishment of trails in a bad light e.g. producing weed corridors and negatively impacting on the environment/ecology. The few weeds that do grow alongside our trails are easily managed because the trails provide easy access. We have no evidence of trails becoming 'weed corridors'. Also, planting trees with fast growing canopies quickly reduces weeds, while improving the local ecology.

We also believe that ecological protection and restoration can be directly linked to recreation. We have examples of this in many of the trail areas that the club operates, including Polhill reserve, and the Miramar Trail Project, where dual-use trail development has allowed for more comprehensive trapping programmes to be operated. The WMTBC's triple priority strategy of Trails, Trees and Traps has seen over 15,000 trees planted in the past 5 years, replacing second growth monoculture and areas with pest plants (such as pine, holly and Darwin's barberry) to a diverse native mix of trees.

As a club, we have worked closely and fully supported community ecological restoration efforts in our trail areas, including Polhill Protector in Polhill and Te Kopahou, Wild Side in Karori Park, Grow Ahumairangi Forest, and in areas around the Miramar Trail Project. We believe that co-ordination of effort brings better outcomes for everyone, and will continue to work with other community groups in the future.

Sectors 1 and 2 (TeE Ngahere-O-Tawa / Redwood and Ohariu Ridge)

We support the broad thrust of the draft plan with these sectors, especially with regards to linking the existing trail network (specifically the Skyline trail) through to Rangitihu/Colonial Knob. We support the draft plan proposal for mixed use connector trails from Kiwi crescent to the ridgetop.

The extension of Skyline offers an opportunity for an iconic day ride from Rangitihu/Colonial Knob all the way to Makara Peak. This would be an experience that is not available anywhere else in the Wellington trail network, with sweeping views both across the city and out to the western coast.

Sector 3 (Kaukau)

We support the draft plan proposals for ecological protection of the remnants of flora and at-risk fauna, and for the restriction of grazing on the ridgetops to protect the trail network, and slowly return the sector to native vegetation.

We support the development of a descending singletrack trail from near the Crows Nest towards Silversky, and note that this would help fill a large gap in legal mountain bike access off the ridge between Kaukau and Johnston's Hill / Kilmister Heights.

We also support the wider plans for development of mixed use and walker trails noted in 6.3.3.5 (4a-d).

Sector 4 (Chartwell – Karori Park)

This sector is an important link in the Wellington trail network, and is the location of some of Wellington's original mountain biking trails. Limited mountain bike access has been provided for many years in the Johnston's Hill area, some of Wellington's first downhill mountain bike races were held on the Kilmister Farm dropping from British Peak, and Wellington's first national-grade downhill race was held on a purpose-built track off the ridgeline to the north of the Makara Road summit into Karori Park.

The WMTBC supports the proposal from the Western Suburbs Trail Alliance calling for the development of grade 5/5+ trails on the eastern, pine tree-covered slopes of Johnston Hill. The city has a very limited number of difficult, technical or steep trails (grade 5), with 8% (by distance) of the trails in the Wellington network. As the skill levels of riders have increased, there has been a lack of trails to provide a challenge, which has led to unauthorised trail building. We believe that the Johnston's Hill proposal, as laid out in the WMTBC proposal to the council in 2018 provides a measured response to this demand, in an area with limited ecological value, and with limited risk of user conflict.

Some critics of the diversification of the OGBMP may question whether mountain bikers already have 'enough tracks'. This is answered by one of the five guiding principles of the OGBMP, which states that the diversity of landscape is a strength of the area. This acknowledges that one of the major attractions of the area is the range of ecology and topography, and this attraction is felt by all user-groups. Where compliant with the general track network policies it is reasonable to assume that mountain bikers would like to partake in a range of grades, locations and environments as much as any other users.

We support the proposal to look for a safe road crossing at the summit of Makara Road, and the recommendations in 6.4.3.5 points 1-6. With point 3, we suggest that a 5-10 year plan for trail development is unnecessarily long, given that the trails would most likely be built through volunteer effort and material investment. We suggest that this trail building could be conducted in conjunction with native replanting and pest eradication undertaken by the MTB community.

Sector 5 (Makarā)

We support the recommendations of the plan for the Makarā sector, including the proposals for a shared use route to extend Skyline to the summit of Makara Peak.

We propose that the council re-investigate options to extend a descending and climbing trail into Makarā Valley, to provide a connection to Terawhiti.

Section 6.5.3.5 (8) refers to a proposal to limit events within Makarā Peak Mountain Bike Park. We caution that it will be essential that a careful definition of "event" is developed. Existing MTB events (including the Peak to Creek rally, and our WMTBC Makarā Enduro are important both in the mountain bike event calendar, and as fund raisers for Makarā Peak itself. We recommend that the

Makarā Peak supporters group is kept central to the definition of events within the park, and that the supporters group is included in the process for approving events.

We support the plan proposals to extend the trail network to the south coast, which would create a great opportunity for a nationally significant trail route reaching all the way to Rangitihu/Colonial Knob.

Sector 6 (Wrights Hill)

We support the proposals with regards to this sector.

Sector 7 (Te Kopahou)

We note that the Brooklyn Trail Builders have provided a detailed submission on this sector, and the WMTBC supports and endorses the feedback they have provided.

Te Kopahou provides an amazing environment to truly feel engaged with Wellington's unique ecosystem (and weather). The route from the top of Hawkins Hill to the south coast provides some of Wellington's most striking views, and is one of the original Wellington mountain bike routes.

In Sector 7, we support the track network as described in 6.6.3.5 (1) – page 175. Brooklyn Trail Builders has proposed a trail network for Te Kopahou (see Appendix 1 – page 8). We believe this can be achieved and meet the requirements of this action point. However, we would welcome an efficient and effective consultation process that does not unduly delay this process. Points of interest should also be considered in this mix. We also query whether “professional” track builders are required for any assessment and believe ecological considerations can be balanced with recreational opportunities.

It is pleasing to note that in the document “Wellington Regional Trails For the Future (A Strategic Framework for Trails in the Wellington Region 2017)” that Polhill/Te Kopahou is identified as a Regional Trail. Furthermore, The Skyline Track (Spicer Forest to South Coast) is identified as a Signature Track. (See page 29 of the Draft OGBMP). We call upon the Council to work towards the execution of this vision.

First Name:

Geoff

Last Name: *

Bennett

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|----------------------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☒ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other

means to maintain the existing character and views

- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

Please add here anything relevant to this sector that you think is not covered in the plan.

Limits on mountain biking should be included as part of the Plan. At the moment mountain bikers appear to be developing their own tracks in places like Johnson Hill without respect for hikers or walkers. Where mountain bikers use existing tracks these often get churned up and made difficult for walkers to be able to safely use. There are additional safety concerns where trails are multi use as mountain bikers often expect the right of way and not the other way around. Whilst many mountain bikers are courteous, some are not, and it can feel intimidating having to continuously dodge what are effective speeding hazards.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Please increase the number of pedestrian only walking tracks on Makara Peak. At the moment, mountain bikers dominate and intimidate pedestrians and walkers to stay off the peak altogether. N.B. I support mountain biking, but it has to be in reasonable measure and has to cohabit with the wishes and desires of walkers and runners to share the use of what is a wonderful natural resource.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Please see the attached submission.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind

turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|--|
| 190325 Geoff Bennett OGB Plan Submission |
| Outer Green Belt Management Plan 2019 |

**Submission to the
Wellington City Council**

**Outer Green Belt
Management Plan**

March 2019

Geoff Bennett

[Redacted signature block]

25 March 2019

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Executive Summary

This Submission on the Draft Outer Green Belt Management Plan 2019 (the Draft Plan) is from Geoff Bennett, residing at 37 Versailles Street, Karori, Wellington 6012.

I have been residing at this address since September 2008 and over this eleven year period have maintained the section of what is colloquially known as the Strip at the rear of my section. I also acquired the property after some significant research into any undertakings that there might be on the property and adjacent areas. This research uncovered the existing 2004 Plan and the reassurances in it that Wellington City Council would consult with us, the landowners, before any proposed changes to the area would be considered.

I am a member of the Versailles Street Resident's Group (the Group) and have been party to the development of their submission. You will therefore see much in common with the Group's submission, albeit this submission represents my views and not those of the Group, which are largely aligned.

I commend the overall purposes and objectives of the Draft Plan. As an individual, I love the vibrant native birdlife that surrounds us given our location. And as a member of Zealandia I take great pride in the benefit it provides to us and our city.

The Draft Plan, whilst good intentioned, struggles to be completely relevant to the properties located adjacent to the Strip. I note the Draft Plan proposes three options in relation to the Strip. These options are (1) complete revegetation of the Strip; (2) a public walking track; and (3) reclassification as a reserve. A summary of these concerns, are as follows.

- i. The Draft Plan does not acknowledge maintenance activities carried out over many years by residents with the full knowledge of the various Council land owners and which have provided mutual benefit. Agreement with the Regional Council to continued use and maintenance was one of the agreements to which the transfer of land to the City Council was subject.
- ii. The Draft Plan states the Strip is reserve. It is not reserve and has never been reserve. The land is historically part of the Karori Reservoir title and is held by Council as fee simple land.
- iii. Increased fire risk due to revegetation.
- iv. Feasibility of a walking track given the adjacent existing track, additional cost, and steep nature of some of the terrain, and concerns over security and privacy.
- v. Negative impact on the sense of community.
- vi. Potential loss of sunlight, as a result of revegetation, and resulting detrimental impact on properties.
- vii. Public Access to the Strip: Resident's concerns over security and privacy risks have been recognised repeatedly over many years by the various Council landowners and the Karori Sanctuary Trust.
- viii. Loss of views due to revegetation and the consideration of the value of views by various Acts.

Geoff Bennett OGB Submission

- ix. Significant negative impact on property values: estimated to be \$180,000-\$300,000.
- x. Lack of consultation from the Council.
- xi. The question whether Council has either the resources or the will to properly maintain either the Strip or the bush buffer.
- xii. The Draft Plan represents a fundamental change to the Council's long established position in relation to the Strip without regard to, or consideration for, its previous commitments, principles of good faith and effective consultation, the longstanding use and maintenance of the Strip by residents and the extensive history of this matter between the City Council and residents.

Geoff Bennett's Submission

My submission is that:

- Provisions in the 2019 Draft Plan relating to the Versailles Street Strip revert to the wording currently in the 2004 Plan.
- The City Council, Zealandia and I acknowledge the extensive history of this matter and seek to resolve the ongoing use and maintenance of the Versailles Street Strip by residents and the public in a mutually acceptable manner.
- The Council acknowledges the need to maintain the existing firebreak.
- The Council reconfirm its previous commitments to protect the privacy, security and views of residents.
- Until the ongoing use is resolved, the Versailles Street Strip not be reclassified as reserve.

Request to be heard

I request an opportunity to be heard when the Council subcommittee meets to take oral submissions.

The Draft Plan

1. My concerns relate to the following section of the Draft Plan (sec. 6.6.2.1):

There are 21 encroachments of private use from adjoining residential properties with addresses on Versailles Avenue (sic) 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 barrier 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

the related action point (sec. 6.6.3.1, point 2):

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.

and the proposed reclassification of the Strip as Scenic B Reserve in the Reserves Reclassification Schedule (map reference 6.2.3, 6.2.4 and 6.2.11).

2. This section, and the proposed actions, misrepresent the current status of the land and its history, and overlook important considerations about its purpose.
3. The Draft Plan proposes three options, which do not appear to be mutually exclusive, in relation to the Strip. These options are (1) complete revegetation of the Strip; (2) a public walking track; and (3) reclassification as a reserve. My specific concerns in relation to each option are as follows:
4. **Complete Revegetation:** Below, I discuss my concerns pertaining to the impact on the loss of a sense of community, loss of sunlight, increased fire risk, loss of security and privacy, impact on property values and a loss of views. These collectively demonstrate that complete revegetation would certainly not be an option or outcome that I would be comfortable with. Of all of these, the increase of fire risk is probably the most compelling. In times of climate change and increased likelihood of droughts, revegetating a currently functioning firebreak would increase the risk of fire to the Group's residents and, as a recent High Court case involving Gisborne District Council shows, the risk and potential liability to Council.
5. At the moment Council enjoy the benefits of the residents maintaining the firebreak Strip, which is at no cost to Council. I amongst other residents, is willing to negotiate a MoU for the ongoing provision of these maintenance services, potentially widening the scope of the area we maintain to include active control of invasive weeds in the bush buffer area.
6. **Walking Track:** I am bemused as to why Council would see benefit in wanting to put in a walking track at the back of resident's houses, when an existing track already exists running along the Zealandia fence line – which in many cases is

less than 10 metres from the Strip. The current track was intentionally and strategically positioned as a result of consultation with residents in the 1990s. This existing Zealandia fence line track is already well used by walkers, runners, dog walkers and mountain bikers, as well as Group residents. For track users, despite being in relatively close proximity to urbanisation, the experience is entirely nature focused and peaceful. Takahē and other wildlife can be observed up close though the fence. Users are insulated from domestic noises and the sight of houses and residents.

7. To create another track within metres of this existing track would undermine a solution that already sensitively resolves the needs of residents, public and Zealandia. In doing so it would place home owners and the public in close proximity creating lesser experiences for everyone. In some cases, due to the constrained nature of the land, the public would be unavoidably forced to within a metre or two of private dwellings. As elaborated below, residents' properties were never built to be secure at the back, as the area behind them was off limits to the public through the adjacent area its use as a water catchment area. A track would completely compromise the security and privacy of many of our homes. It would completely contravene repeated Council agreements with residents and past Council resolutions to that effect.
8. Not only would this additional path add no meaningful value, it would also be at a cost to Council to create and then maintain. It is even questionable, if a path could be built without extensive earthworks, given the steep nature of the sections behind no. 21 and between no. 37 and no. 43. Due to the increased security and privacy risks, combined with no additional practical value, I do not see the value to Council.

The image on the following page shows the existing Zealandia perimeter track, existing public roads and tracks, property boundaries and Lot 3 boundary. As can be seen the existing perimeter track really runs close to existing property boundaries, in one case only 4 meters away (as depicted on the second image).





9. **Classification as a Reserve:** The land is historically part of the Karori Reservoir title and was originally established as a firebreak. Section 6.6.2.1 states that the Strip is Reserve. It is **not** reserve and has **never** been reserve. The Strip has gone through a succession of owners over the years and is currently owned by Wellington City Council (the City Council) in fee simple and is zoned as a conservation site. Importantly public access to the Karori Reservoir was prohibited from between the 1870s and 1992. I formally oppose that it be classified as a Reserve all issues relating to its use have been resolved between the residents and Council.

The 2004 Plan and My submission

10. The 2004 Outer Green Belt Management Plan states that:

This land bordering Versailles Street has been the subject of discussion as to its best use and status. As public land purchased for sanctuary purposes by Wellington City Council, it should be protected. However, it has been maintained and used in common by Versailles Street residents for many years as an open green strip bordering 10 or more houses on the eastern side of the street. The present title boundary runs very close to some of these houses and the area may not work well as a reserve without some rationalisation of this boundary and clear definition of its use and management. The land provides excellent views of the valley and should be retained for public enjoyment and as a buffer to the Sanctuary

with the action to:

Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest in the land

11. However since 2004, the City Council has made no effort to “resolve issues” and no consultation with adjoining residents has occurred, as is further detailed below.

12. My submission is that we should go back to the 2004 plan, which recognises the mutual benefit to Council, residents and the wider public of the current uses of the Strip. Residents would further like to meet with Council officers and representatives from Zealandia in good faith to finally resolve these issues. This is consistent with the Council's own commitment in the Draft Plan to "promote co-operation between the Council, neighbours, stakeholders and the community in regard to managing the Outer Green Belt".
13. Accordingly, my submission is that:
- Provisions in the Draft Plan relating to the Versailles Street Strip revert to the wording currently in the 2004 Plan.
 - The City Council, Zealandia and I acknowledge the extensive history of this matter and seek to resolve the ongoing use and maintenance of the Versailles Street Strip by residents and the public in a mutually acceptable manner.
 - The Council acknowledges the need to maintain the existing firebreak.
 - The Council reconfirm its previous commitments to protect the privacy, security and views of residents.
 - Until the ongoing use is resolved, the Versailles Street Strip not be reclassified as reserve.
14. I have given considerable thought to potential options for resolving in a way that meets the purposes and objectives of the Draft Plan but also respects my longstanding interest in the Strip and addresses my concerns.

Potential options could include:

Memorandum of Understanding (MoU) with City Council

15. I along with other residents, would be prepared to enter into a MoU (or similar arrangement) with the City Council. This would formalise our relationship and each of our responsibilities and obligations. Terms could include:
- a. Ongoing maintenance by residents.
 - b. Potential planting/revegetation in the widest areas of the Strip and which does not impact on existing views.
 - c. Public access is not prevented, but at the same time not encouraged due to the privacy and security concerns already outlined. We note that the topography of the Strip does make public access difficult.
 - d. Views, privacy, security and sense of community are maintained.
 - e. In return, residents actively remove weed species from the bush strip beside the Sanctuary (i.e. take on a greater responsibility for maintenance than just removing gorse and mowing).
 - f. Ensuring the purpose and objectives of the Draft Plan are met.
 - g. Commitments regarding removal and ongoing management of genuine encroachments.

16. The potential outcome of such an arrangement provides considerable benefit to Council. Residents would actively improve the ecology of the bush surrounding Zealandia to a level greater than Council could achieve with its own resources. The Council avoids any ongoing maintenance cost other than supplying some appropriate plants. The residents are likely to be supported by Karori Kaitiaki Inc. (KAKA), Karori's recently established environmental restoration group. The purpose represents a permanent solution which would achieve the purpose, objectives and policies of the Draft Plan and be acceptable to residents.

Encroachments

17. I am prepared to work with the City Council to resolve the genuine encroachments on the Strip in a mutually acceptable way. For example, committing to either removing them (within a reasonable time frame) and/or enter into a formal licence arrangement with the City Council. Such arrangements could be consistent with policies in the Draft Plan.
18. I am also prepared to ensure that no new genuine encroachments occur. A partnership between residents and the City Council will ensure that these issues can be resolved in a timely and respectful manner.
19. Council has specifically determined that mowing and garden beautification do not constitute 'encroachments'. According to the Town Belt Management Plan, approved just last year (2018), Policy 9.6.8.20 says:
20. *'Botanical enhancements: These are small areas of land that are maintained and/or enhanced by a neighbour through planting or vegetation management in keeping with the Town Belt 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.'*
21. It is worth mentioning here that Council actively encourages and relies on many thousands of residents mowing and maintaining road reserve, and does not consider these to be encroachments. That is clearly a reflection that Council simply does not have the resources to undertake this work. We suspect it would be similarly unable to resource managing the Strip, or the adjacent bush buffer.

Reclassification of the Strip

22. The Draft Plan also proposes to reclassify the land as Scenic B reserve. I strongly oppose reserve classification at this point until issues have been resolved, and Council has fulfilled its longstanding undertakings.

Sale and Purchase of all or part of the Strip to residents

23. As can be seen from the history in Appendix A, this is an option which has been considered by Council on a number of occasions in the past. On one occasion, formal offers were made but could not be accepted because the Council didn't own the land at the time it made the offer.
24. The residents would be prepared to again consider a sale and purchase arrangement over some or all of the Strip. This could be done in a way that continues to ensure the Strip is kept as open space and not built on.

25. For example, some form of communal ownership with restrictive covenants could provide a mutually acceptable outcome. The Strip could be held communally by neighbouring residents and would not be able to be built on or developed. It could remain with Conservation site zoning. Such an option would be in keeping with the principles of previous Council resolutions in 1998, though the arbitrary 5 metres should be replaced by the width of the Strip less any agreed planting area.
26. The outcomes for the City Council is that it would receive money to reinvest in acquiring land (there are some worthy candidates in the area). The Strip would be maintained in accordance with a MoU (or similar arrangement) and restrictive covenants so that it continues to be open space for conservation. Importantly, building or development would be prevented. Ongoing maintenance costs and responsibility for Council are also avoided.
27. It is in the best interests of both residents and the Council that this long outstanding matter should be resolved once and for all, and to the satisfaction of all parties. For Council this is just a small piece of the Outer Green Belt. For us as residents, the way it is managed is critical to our lifestyle, amenity, privacy and security, sense of street community, and our property values.
28. In what follows, we present detailed evidence of the history of the Strip, the Group's concerns about the Council's proposed changes to the Strip's use, and the lack of consultation from Council since 2004, in support of our submission above.

History of the Strip

General Background and History

29. The Versailles Street Residents Group ((the Group) of which I belong) has a long history of engaging with the Regional Council, the City Council and Karori Sanctuary Trust over issues relating to the Strip. I understand the Group was originally established in the mid-1990s when concerns began to arise about the siting of the Zealandia boundary fence as it pertained to the Strip and the resulting impact on the Group's properties. Key concerns were impact on privacy, security and views.
30. The Group have also been party to proceedings in the Environment Court in 1996 about rules relating to conservation sites in the City Council's district plan and was a member of the original Community Liaison Group for the Karori Wildlife Sanctuary (now Zealandia).
31. Detailed information on the history of the Strip and of the various interactions and dealings with the various Councils over the years can be found in Appendix A. These show that there have been a long series of agreements and resolutions involving the Regional Council, the City Council, and the Sanctuary Trust. All of these agreements recognise and commit to protecting the security, privacy and views of the Versailles Street residents. A summary is set out in the following paragraphs:
32. The land is historically part of the Karori Reservoir title. The Draft Plan states that the Strip is Reserve. It is **not** reserve and has **never** been reserve.

Importantly, public access to the Karori Reservoir was prohibited from between the 1870s and 1992.

33. It was originally established as a firebreak when the houses in Versailles Street were first constructed beginning in 1959 and completed during the early 1960s. At that time the whole area was cleared. A photo from the time of initial development as part of Appendix A is enclosed. The Strip remains as a 'gorse lawn' and it continues to be maintained as open space by the residents today.
34. Residents have never prevented public access onto the Strip, although it is acknowledged that the topography of the site does make public access difficult, and public access would significantly adversely impact on resident's collective privacy and security, given the way in which many of our properties are designed. (with the assumption that the area was and would remain a public excluded water supply area). Council has also repeatedly recognised the importance of preserving our privacy and security.

Specific and Extensive History of the Issue

35. As can be seen from this submission, there is an extensive and longstanding history to this matter. I, along with other resident's support the Council's desire to resolve this but not in the way proposed in the 2019 Draft Plan which has been put forward without genuine consultation with residents.

Resident maintenance has provided mutual benefit

36. The Draft Plan makes no mention or acknowledgment of the maintenance activities that have been carried out over the years with the full knowledge (and, in the case of the Regional Council, full permission) of the various landowners.
37. These activities provide mutual benefit (as was acknowledged by the Regional Council). As residents, we have benefited from the open space that adjoins our land but, at the same time, the Council has not had to maintain or expend any money in relation to a piece of its land for over 58 years. The Group estimate the benefit in dollar terms to the Council to be in the vicinity of \$600,000.

Agreement with WRC transferred to WCC

38. The Group's use and maintenance activities was the subject of an agreement with the Regional Council. Clear evidence of this can be found in a report to the Utilities Services Committee of the Wellington Regional Council dated 7 March 1997. The relevant excerpt states:

*"The boundary is not fenced behind a number of properties on Versailles Street and Messines Road. House owners have historically made use of the land directly behind their properties to varying degrees. The "encroachments" have occurred for many years, certainly since the land was transferred to the Wellington Regional Water Board. **There was an agreement that the use and maintenance of the land by adjoining property owners meant that the Council (or Water Board) did not have to control***

vegetation growth in these areas and therefore provided mutual benefit.”¹

39. The same report concluded with a series of recommendations regarding the proposed transfer of the Karori Reservoir catchment to the City Council at no cost, but subject to conditions. One such condition was that “the land should be transferred subject to all existing lease, licences and agreements.”
40. The City Council accepted the transfer subject to this condition. Resolutions of the Council in January 1998 included a specific condition of transfer to “[resolve] the boundary encroachments areas by Wellington City Council **in accordance with any Wellington Regional Council commitments**”.
41. The Group’s agreement with the Regional Council was one of the agreements to which the transfer of land was subject. Furthermore, the Council has previously resolved to resolve “boundary encroachment areas” in accordance with any Wellington Regional Council commitments. The Group’s agreement with the Regional Council is the commitment to which this resolution refers.
42. Despite the change of ownership, the residents have continued to perform their maintenance obligations, and enjoyed the benefit of their usage rights, under this agreement.

My Concerns

I have the following concerns with the proposed changes to the Strip and specifically to the area adjacent to my property at no. 37 Versailles Street in the Draft Plan:

Impact on the Sense of Community

43. For our community (of which I count myself part of), the Strip is much more than a physical location, it is a place where bonds among neighbours are strengthened, and where a sense of belonging is fostered. It is part of our community identity.
44. Residents of Versailles Street hold an annual barbecue on the Strip, inviting all households living on the street and not just those in the Group. Bringing the neighbourhood together regularly in a common space near our houses has strengthened the sense of community and enabled us all to get to know each other better.
45. There are a number of families whose houses back onto the Strip, and the neighbourhood children freely roam across this area to visit each other's houses. Parents feel a sense of comfort that their children are safe and have a good knowledge of their neighbours, without the need to navigate driveways or cross roads. This adds to our sense of community and embodies the saying 'it takes a village to raise a child'.
46. Goal 1 of the Wellington City Council's 'Wellington Resilience Strategy' (2017) is 'People are connected, empowered and feel part of a community' (p41) <https://wellington.govt.nz/about-wellington/wellington-resilience-strategy>
47. The Resilience Strategy also says 'Our connections in the community provide us with informal support and shared resources, such as locally grown food, car-pooling options, and opportunities to socialise'. This is exactly what the Strip provides our community with. The options proposed in the draft Plan puts this sense of community at risk.

Loss of Sunlight

48. Potential loss of sunlight as a result of revegetation is a concern for the Group. Many properties have been purchased based on the amount of sunlight they receive, keeping properties dry and warm and subsequently preventing dampness. Sunlight and warmth is highly valued in the Group's homes on the Strip. Further vegetation would compromise the amount of sunlight the properties attract and this seems detrimental and contrary to what is currently promoted about health issues caused by damp/cold housing. The Group believe the loss of sunlight will have a significant negative impact on their properties which should be seriously considered before any plans for revegetation are imposed.

The images on the following page show a depiction of the impact that a loss of light due to revegetation would have.



Increased Fire Risk

49. The Group's homes are adjacent the top of a very steep slope that is densely forested. In extreme conditions that forest could burn. The steepness of the slope means a fire would move quickly. For situations like ours, with adjacent

steep forested slopes, Fire and Emergency New Zealand² recommend that a distance of 10 to 30 metres be left clear as a firebreak, as further discussed in Appendix B. The maximum width of the mowed area of the Strip is about 26 metres. As the owner of the adjoining land (Zealandia), the Council have a moral and legal duty to residents to mitigate, rather than add to, fire risk. A clear area acts as a defensible zone from which fire fighters can access a fire.

50. With the increased risks posed from Climate Change, we expect to experience more extreme weather events. These will present themselves as periods of intense downpours and flooding and as extended periods of low or no rainfall. As a C40 Council signatory Wellington City Council acknowledge the increased risks posed by Climate Change. Following the recent 2019 bush/forest fires encountered in the Nelson Region, Otago Region and Canterbury Region, the Group are very concerned by the loss of the existing firebreak. It is there for a very good purpose.

51. I along, with the Group are also concerned at the proposed revegetation of the Strip and the apparent naivety from Council that planting of natives would act as an equivalent to a firebreak.

52. In a response to a request for official information the Council has advised:

There is added benefit from planting fire resistant species such as Myoporum laetum, Phormium cookianum, Griselinia littoralis, Pseudopanax spp, Fuchsia excorticata, Piper excelsum, Coprosma spp, Hebe stricta, Pittosporum spp, Melicytus ramiflorus, Aristotelia serrata. There is a list of approx. 40 species which are considered fire retardant or have low flammability that occur naturally in the Wellington area.

53. This is a misinterpretation of the scientific research on this issue.³ While some native species are more flammable than some introduced species, the cited research papers all include the caution, that there is no such thing as a fireproof plant. The critical factor in any wild fire is how much fuel there is available to the fire as it spreads. The existing firebreak of mown grass (and mown gorse) would leave little fuel in the path of a wild fire burning up the heavily forested slope adjacent the Strip. In terms of minimising the risks of fire, maintaining the Strip as a firebreak would seem to be the safest option.

² The link is: <https://fireandemergency.nz/at-home/rural-home-fire-safety-checklist/>

³ Two Rural/Urban Interface fires in the Wellington suburb of Karori: assessment of associated burning conditions and fire control strategies, LG. Fogerty, FRI Bulletin No 197, 1996: <https://scion.contentdm.oclc.org/digital/collection/p20044coll13/id/18/>
A Flammability Guide for Some Common New Zealand Native Tree and Shrub Species, New Zealand Fire Service Commission Research Report Number 20, November 2001: <https://fireandemergency.nz/assets/Documents/Research-and-reports/Report-20-A-Flammability-Guide-for-Some-Common-New-Zealand-Native-Tree-and-Shrub-Species.PDF>; A quantitative assessment of shoot flammability for 60 tree and shrub species supports rankings based on expert opinion <https://researcharchive.lincoln.ac.nz/bitstream/handle/10182/6884/WF15047.pdf;sequence=1>

Impact on Security and Privacy

54. There was no expectation that the Reservoir or the Strip would be opened to public recreational use at the time the homes were built (1959 to 1964). The design and location of the houses along the Strip were therefore undertaken without any anticipation of public access along their rear boundaries. It is a very narrow section of land in places. Houses along the Strip feature lounges and bedrooms with large windows looking out over the Strip. Agreeing to a walking track just a few metres away would compromise the privacy and security of residents. At least one resident is a single woman living on their own.
55. Extracts from the Sanctuary Establishment Trust Report recommendations in relation to Versailles Street approved by the City Council Culture and Recreation Committee (paras 84-89), show the City Council previously accepted that protection of views, privacy, security and amenity value are important.
56. Any potential solutions to address privacy and security, for example, the creation of a fence between the potential future walking track and residents' homes, would also not be feasible or desirable. A fence would be a cost to Council. In addition, to protect privacy and security, the fence would need to be quite high. This would impede the views of residents, which the Council has already acknowledged is important. The narrowness of some sections of the Strip would also impact on the feasibility of a fence or a row of trees between the walking track and property boundaries. For example, behind number 39, the Strip is only approximately 4 metres wide between the property boundary and where the ground slopes steeply down to the existing Zealandia fence line walking track.

Impact on Property Values

57. A valuation has been undertaken by a local real estate agent who knows the neighbourhood and area well and has been selling in the area for many years.
58. An appraisal was conducted based on the possibility of a walking track and /or fence/planting up to the boundary. These would likely significantly compromise the view, privacy, security and sunlight, all of which would significantly impact the value of all properties on the Strip.
59. All of the residents in the Group purchased with the current situation in place. In some cases that went back to the 1970s. In all cases there was no expectation of Council moving goalposts agreed during the 1990s and acknowledged in the 2004 Outer Green Belt Management Plan. In my own case, I acquired my property and no. 37 Versailles Street, only after conducting due diligence, which included noting the conditions as set out in the 2004 Plan.
60. Initial advice from Real Estate agents is that privacy, security, sun, view and fire safety loss would correspond to a drop of 15% to 20%. This represents a market value loss of between \$180,000 – \$300,000. Some properties would be more impacted than others but almost all would be affected.

Loss of Views

61. I regard views as a really important part of our enjoyment of the Strip. The current District Plan does not protect views per se other than specified view shafts from public spaces. However it does limit building heights which often

protects views from buildings behind and further up a hill. The District Plan and Resource Management Act also consider amenity values which includes views. Views are also a very important consideration of property value. Part 6 of the Property Law Act 2007 gives landowners the ability to seek a Court order requiring another landowner to remove or trim any tree, shrub or plant. The Court will consider whether the order is necessary to remove, prevent, or prevent the recurrence of, among other things:

- an undue obstruction of a view;
- an undue interference with the use or enjoyment of the applicant's land by reason of the fall of leaves, flowers, fruit, or branches, or shade or interference with access to light; or
- an undue interference with any drain or gutter on the applicant's land, by reason of its obstruction by fallen leaves, flowers, fruit, or branches, or by the root system of a tree;

62. All of these things could reasonably be expected to occur should the Council revegetate the Strip. Given these sections, clearly impact on views has to be considered by neighbours when thinking about retaining existing trees. How much more so when thinking about putting in vegetation which isn't currently there?

63. Our views are a really important part of the amenity we enjoy as homeowners. For some of us that includes the harbour, parts of the city, and the Orongorongos and Tararua Ranges, for some of us it is the wide sweeping views across the Sanctuary valley to Hawkins Hill and beyond. The views provide a sense of openness and a connection to the wider city and harbour. I enjoy seeing shipping activity on the harbour, aircraft coming and leaving, and the fireworks displays.

Consultation and the Council's approach

64. I commend the overall purposes and objectives of the Draft Plan. As an individual, I love the vibrant native birdlife that surrounds us given our location. I am a member of Zealandia and take great pride in the benefit it provides to us and our city.

65. However, at the same time, I do not consider that rigid application of parts of the policy, as seems to be the case in relation to the Strip, is necessary to meet the purposes and objectives.

66. In particular, I note:

- a. One of the three main purposes of the Draft Plan is to "promote co-operation between the Council, neighbours, stakeholders and the community in regard to managing the Outer Green Belt". The Council's approach to the Strip is not in keeping with this purpose. However, reverting back to the wording in the 2004 Plan and then making a genuine effort to resolve the outstanding issues would be.
- b. The Draft Plan openly admits that there are separate site-specific plans that have been developed to address complex site issues and objectives

requiring more detailed planning. Therefore, there is precedent for different applications of the Draft Plan depending on site-specific characteristics.

- c. One of the guiding principles is that “community participation in managing the Outer Green Belt is enabled and supported”. This is exactly what residents have been doing for the last 58 years.
- d. The Draft Plan contains, as one of its objectives, “to enhance existing values through land management partnership with adjacent land owners”. There are numerous policies relating to community partnership (section 4.6.2.2) and partnership with neighbours (section 4.6.2.3). I am more than willing to partner with the City Council in relation to the ongoing management of the Strip.
- e. The Draft Plan contains a policy to “use leases, licences and easements where necessary to facilitate appropriate use and good management of reserve land”. Such arrangements could provide useful mechanisms to formalise resident use of the Strip and/or resolve existing genuine encroachments.
- f. The ongoing use of the Strip as a fire break can be supported by the policies relating to management of fire risk.

Lack of consultation from Council

67. In the 13 December 2018 report about the 2019 draft plan, Councillors were advised that officers had “comprehensively reviewed the 2004 plan” and had “undertaken community engagement to inform the plan review.” That “engagement” did not include me. Despite the “action” stated in the 2004 Plan, there was also no contact at all made by Council in developing the Draft Plan.
68. On 13 December 2018, Wellington City Councillors were provided with an Engagement Report.⁴ Part 3.2.2 of that report advised that landowners within the concept area were to be advised about green belt values by early engagement, seeking comments on issues and opportunities they have identified over the years. Although I am a landowner within the concept area of the 2004 management plan, I was not contacted as part of the preparation of this report.
69. The engagement principles that were to be followed included the following:
 - A commitment to open and honest communication;
 - Provision of regular and relevant information;
 - Views received in feedback were to be taken into account; and
 - Every effort to be made to resolve issues in a proactive, timely and appropriate manner that is flexible and adaptable if required.⁵

⁴ *Engagement Report | Outer Green Belt Management Plan Review, Attachment 3, December 2018*

⁵ *Engagement Report, p 25*

70. In describing partnerships with neighbouring property owners the 13 December 2018 report states, "The principle of being 'good neighbours' is also emphasised as the basis for managing potential boundary issues."⁶
71. It has been my experience that the Council's actions have not matched its words. The failure of anyone from the Council to contact me during the development of the plan has two plausible explanations. Either the officers overlooked me or else they deliberately did not contact me. Either way it was not consistent with the principle of being a good neighbour.
72. I am concerned that the Council's stated intentions in the Draft Plan are not in good faith, given the lack of consultation and discussion contemplated by the 2004 Plan and the longstanding history of use and maintenance of the Strip. I am also concerned that statements made to me by Council officials indicate that the final decision on this aspect of the Draft 2019 Plan is a fait accompli. If correct, such an approach is also not in keeping with the legal requirements for effective consultation.

General Observations

73. I along with other residents note that our concerns about the Draft Plan are not unique. Similar instances of Councils around the country seeking to unilaterally resolve long-standing uses of Council land have been prominent in the media recently. Examples include the Taylors Mistake baches in Christchurch⁷ and maintenance activities around the Te Whau Pathway⁸ in Auckland.

⁶ *Draft Outer Green Belt Management Plan*, Report to City Strategy Committee 13 December 2018, para 51, page 13.

⁷ <https://www.stuff.co.nz/the-press/news/110496241/taylors-mistake-owners-plead-for-baches-to-remain-another-100-years>

⁸ <https://www.stuff.co.nz/auckland/111027977/elderly-auckland-couple-told-to-pay-1800-fee-to-clean-up-public-park>

Appendix A - History

Versailles Street

74. The first house on Versailles Street was built in 1959 and the remaining houses were constructed over the next decade, most in the early years of the 1960s. As can be seen from this 1960 photo taken from the top of Wright's Hill, Versailles Street was bulldozed so that the future houses on the eastern (top) side would all be sited towards the rear of their sections so as to be nearly on the same level as the Strip and, in many cases, built close to, or in one case touching, the rear boundary.



Figure 1. Versailles Street from Wrights Hill 1960

75. The original plans for the Versailles Street development include the Strip and show that it was to be maintained as a fire break. The residents' ongoing maintenance of it ensure that it continues to perform this function.
76. The houses on the Eastern side of Versailles Street were clearly designed to interact with, and have access onto, the Strip. They are all sited towards the rear of their sections so as to be on the same level as the Strip and, in many cases, built close to, or in one case touching, the rear boundary. Given this, if resident use of the Strip is prevented, some residents will have little to no usable flat land given the steep topography of the location.
77. The design and location of the houses was presumably done without any anticipation of public access along their rear boundaries. At the time of the houses' construction, the lower part of the Karori Reservoir (the part adjacent to Versailles Street) had been completely closed to the public for around 90 years, and the upper part for around 60 years. There was no expectation that the Reservoir or the Strip would be opened to public recreational use at the time the Group's houses were built.
78. Consequently, many houses were designed with large windows, low to the ground, facing onto the Strip. There is minimal security from the rear and none of the properties are fenced. My house has certainly been built like this.

79. This and other photos of the time also clearly illustrate that the only vegetation in the area was grass and a significant amount of gorse.

Wider History

80. The development of the valley where Zealandia is now located is recorded in a Greater Wellington Regional Council history.⁹ The lower dam was completed in 1878 and the upper dam in 1908.
81. Before 1973 the Land was owned and operated by the Wellington City Council through its Wellington City and Suburban Water Supply Board. On 1 March 1973 the land was vested in the Wellington Regional Water Board.¹⁰ The land and functions of the Water Board were in turn transferred to the Wellington Regional Council when the Council was established in 1980.¹¹

Zealandia

82. The Karori Sanctuary Trust was established in 1995 after the water reservoir operations were discontinued. Its management plan for the valley was approved in January 1998. The trust entered into a 30-year renewable lease with the City Council in 1999.
83. The Sanctuary Steering Committee undertook extensive feasibility work from June 1993 including citywide consultation during 1994 to establish whether there was public support for establishing a sanctuary, or whether the reservoir would become an open, unfenced bush reserve. Submissions were open from 1 September to 17 October 1994. 1,840 submissions were received. As part of that feasibility work the Steering Committee looked at fence location.
84. The Group became involved when it became apparent that the initial proposal was for the perimeter fence to run through the middle of the Strip. The impact on views and privacy and security would have been severe and adverse. There was extensive dialogue between the Steering Committee and the Group. Hill and Knowlton, acting as public relations consultants for the Steering Committee noted the importance of good neighbour relations to the project. Neighbours were described as 'Valued Partners'.
85. After initial discussions with the Karori Sanctuary Trust, the Regional Council and the City Council agreed that there were three possibilities for the location of the fence: Plan "A" along the middle of the Strip, Plan "B" along the outer edge of the Strip and Plan "C" slightly down the hill from the edge of the Strip. Both plans A and B would have had severe adverse effects on residents and would undoubtedly have faced strong opposition through the resource management process. Following input from our Group, Plan C was ultimately adopted. That protected residents' views and privacy and security.
86. On 6 December 1994, the Culture and Recreation Committee of the City Council received the report and approved the Wildlife Sanctuary proposal. The Steering Committee had originally considered placing the fence along the Strip. Council

⁹Our Water History on Tap, Greater Wellington Regional Council, 2007:

<http://www.gw.govt.nz/history-of-our-water-supply/>

¹⁰ Wellington Regional Water Board Act 1972, s 105

¹¹ The Wellington Region Constitution Order 1980 (*Gazette* 1980, p 1618), clause 7.

resolved that would not happen because of the impacts on privacy and views. Its relevant resolutions to the City Council in relation to Versailles Street were:

Resolution 2 (b) (iii) *'The concerns of boundary residents on the impact of the fence on their views and privacy can largely be addressed.'* and

Resolution 2 (b) (xii) *'That the Karori Reservoir Sanctuary Trust shall note the recommendations made by the Steering Committee as reported in paragraph 5.7.2 of the Summary of Oral and Written Submissions of 29 November 1994 and shall ensure that each is incorporated in the management plan for the Karori Reservoir Sanctuary. In particular, it shall ensure that the fence line does not impede the views from the lounges of the properties Versailles Street adjacent to the strip.'*

87. Paragraph 5.7.2 follows and includes:

- Protecting the amenity value of the Strip;
- Preserving or if possible improving views
- Keeping the Sanctuary boundary closed from the Scout Den to the lower dam
- Restoring and beautifying any areas damaged by construction of the fence

5.7.2. Versailles Street

Explanation: Approximately 13 properties on Versailles Street back onto the Reservoir boundary along an area known as "The Strip". These properties enjoy relatively uninterrupted city, bush and harbour views across the strip which is part of the Reservoir but is jointly maintained by residents. They are concerned that the fence, if placed along the top of the strip, would destroy their views and reduce their property values. They are also concerned that construction of the fence and maintenance road will give the public access to the strip over which they currently have private use of.

Discussion: Extensive discussions have been held with this group and assurances given on some issues. They include:

1. Every effort would be made to maintain the amenity value of "the strip".
2. Every effort would be made to preserve, or if possible improve, views.
3. The Steering Committee would recommend to the Trust that the boundary, from the Scout Hall to the lower dam face, be closed to the public and ways would be investigated to achieve this.
4. Areas damaged by fence construction would be restored and beautified by the sanctuary managers.

With regard to the fenceline the residents group have identified an arrangement

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which would be acceptable to them. It involves lowering the fence approximately 8 to 10 meters down slope from "the Strip" to provide a vegetation barrier between the fence and the Strip. This alignment would involve considerable bush clearance and a greater degree of slope stabilisation and maintenance. The exact placement of the fence relies on a number of slope stability and drainage issues and will need to be carefully surveyed. This was outside the scope of the Feasibility Study process but will be addressed once a Trust is formed.

Conclusion: It is felt that all the concerns of this group can be met. Final resolution rests on agreement of the precise positioning of the fenceline.

5.7.3. Highbury Ridge**Explanation:**

Approximately 13 properties at the top end of Highbury Road share a joint title to a legal right of way which is formed on part of the Reservoir. This group is concerned that their right to use this access road may be affected by development of the sanctuary, and also that the public might expect access along it. They also have concerns about the visual impact of the fence and damage during fence construction

Figure 2. Copy of agreement for fence and buffer.

88. As can be seen from the above extracts, the City Council and Karori Sanctuary have previously accepted that protection of views, privacy, security and amenity value are important. Because the fence was ultimately constructed where it is, privacy and security were able to be maintained by having public access being alongside the fence which runs below a steep bank topped by fairly dense low regenerating bush. Views were similarly protected by the choice of fence location.

89. Karori Reservoir was owned by Wellington Regional Council until 2004. In May 1994 Wellington Regional Council's Operations Committee resolved that:

'The concerns of the residents neighbouring the Reservoir and the assurances of the Steering Committee that the fence line will be built in a way that is satisfactory to all parties be noted.'

90. The City Council then leased the Reservoir to Karori Reservoir Wildlife Sanctuary Trust. On 6 July 1995, the date of the Trust's founding, MOU agreements were signed between the Regional Council and City Council and between the City Council and Sanctuary Trust. A 'Special Condition' required by the Regional Council was that the City Council would oversee the development of a Management Plan by the Trust. In respect of the Group's issue the Special Condition, included the following:

'It is agreed by the parties that the Management Plan shall specify:

(viii) Matters of resolution regarding the concerns of neighbours about views and access issues.'

91. The Agreement included the resolution of the Regional Council above referencing the concerns of the residents neighbouring the Reservoir and the City Council's December 1994 agreement stating that it:

'Agreed to address the concerns of boundary residents on the impact of the fence on their views and privacy.'

92. The Deed of Lease between Wellington Regional Council (Lessor) and Wellington City Council (Lessee) dated 4 August 1995 included the expanded obligation on the City Council and Sanctuary Trust that 'it is agreed by the parties that the Management Plan shall specify:'

'(viii) Matters of resolution regarding the concerns of neighbours about views, access boundaries and easement issues.'

93. The Sanctuary Trust acting on these obligations developed and in 1997 formally consulted on a Management Plan for the Reservoir title. There are several sections of the Management Plan which are relevant to Versailles Street. The Sanctuary Management Plan remains current and has not yet been replaced.

94. 7.1.12 Fires and fire control notes that *'Fire is a major threat to the integrity of the Sanctuary.'* Subsection (5) notes *'The perimeter track will continue to be managed as a fire break to ensure the safety of the valley from adjacent scrub fires.'* Obviously we do not want to be any more 'adjacent' to potential scrub fires either.

95. 7.2.2 Perimeter Track and Predator Fence says that (8) *'Residents whose properties lie adjacent to the new track will be consulted on the exact location of the track and every effort will be taken by the Sanctuary Trust to minimise the impact of this work on local residents.'*

96. 7.4 Community Involvement and Liaison discusses the establishment and membership on a community liaison group including residents from each of the neighbouring streets. The group was to meet before and after every significant stage of the development of the Sanctuary. While the Draft Outer Green Belt Management Plan is the Council's document rather than Zealandia's adopting the same principle would have been desirable.

97. The Resource Consent for establishing the Karori Wildlife Sanctuary was granted in January 1998.¹² Paragraph 13 of the Schedule to that consent required the Trust to establish a community liaison group that included a representative from our Group and was to meet when there was any material development in the Reservoir area. Its purpose was to keep the various parties informed and comment upon and work through issues that affected them.
98. Once the Sanctuary plan had its resource consent the City Council began the process of transferring the reservoir land from the Regional Council to the City Council. By a resolution agreed to in January 1998 the City Council:

Approve[d] the transfer of 249 hectares of land (approximately) from Wellington Regional Council to Wellington City Council and in accordance with a Heads of Agreement based upon the following conditions, ...

(iv) Resolution of the boundary encroachment areas by the Wellington City Council in accordance with any Regional Council commitments.

99. This resolution committed the City Council to resolve boundary encroachment issues “in accordance with any Regional Council commitments.” One such commitment was the agreement between the Regional Council and Landowners regarding the use and maintenance of the land (referred to above).
100. Throughout 1998, there were various meetings and discussions between the City Council and residents regarding the Strip. Eventually, the City Council resolved on 30 September 1998 to

“retain the majority of land on the western border of the Karori Reservoir area for open space purposes and to grant an option to purchase a five metre strip of land (in front of numbers 21-37 Versailles Street) to the adjoining residents.”¹³

101. Leaving aside the arbitrary nature of the 5 metres, the potential for sale under mutually acceptable conditions (price, collective ownership, MOU preventing structures) could have been a solution. However the resolution could not be enacted as it was proposed as a 6 month option and the City Council did not own the land, and in fact did not own it until 2004, six years later.
102. The agreement was in respect of “Area A” and the “Area B” together with the “Remaining Flat Area” shown in Figure 3 correspond to parts of the strips of land identified on page 14 and 15 of the “Proposed Reserves Classification | OGBMP” (Lots 3 and 4 of DP 313319, CT 52415 and 52416.) The provisions of that resolution relevant to this submission are paragraphs (b), (d) and (f):
- Area “A” (not shown in Figure 3) was to be retained as an essential open space and for water supply but may be developed in future to provide neighbourhood park facilities;

¹² Application for Resource Consents by the Karori Wildlife Sanctuary Trust Inc. Decision of Independent Commissioners, SR No. 34961, Doc 96185, 13 January 1998.

¹³ Letter to “the Owner/Occupier” dated 6 October 1998 from Pippa Player, Senior Asset Planner, Land and Property

- Illegal use of access to area "A" was to be actively discouraged, but officers were to explore with adjoining owners how the adjoining owners might participate in maintaining and managing the area;
- Owners of numbers 21 to 37 Versailles Street were to be given an option for six months from 31 March 1999 to purchase area "B" to be held jointly under conservation site zoning;
- If the option was not taken up, area "B" was to be held and managed by the council for open space purposes as a part of the Sanctuary management area.
- The fate of the "remaining flat area" shown in Plan 1 is not directly stated, but by default covered by paragraph (a) of the resolution:

"... that that part of the land not required for maintenance of the predator proof fence and perimeter track ... is retained for reserve purposes and leased to the Karori Wildlife Sanctuary Trust for management."

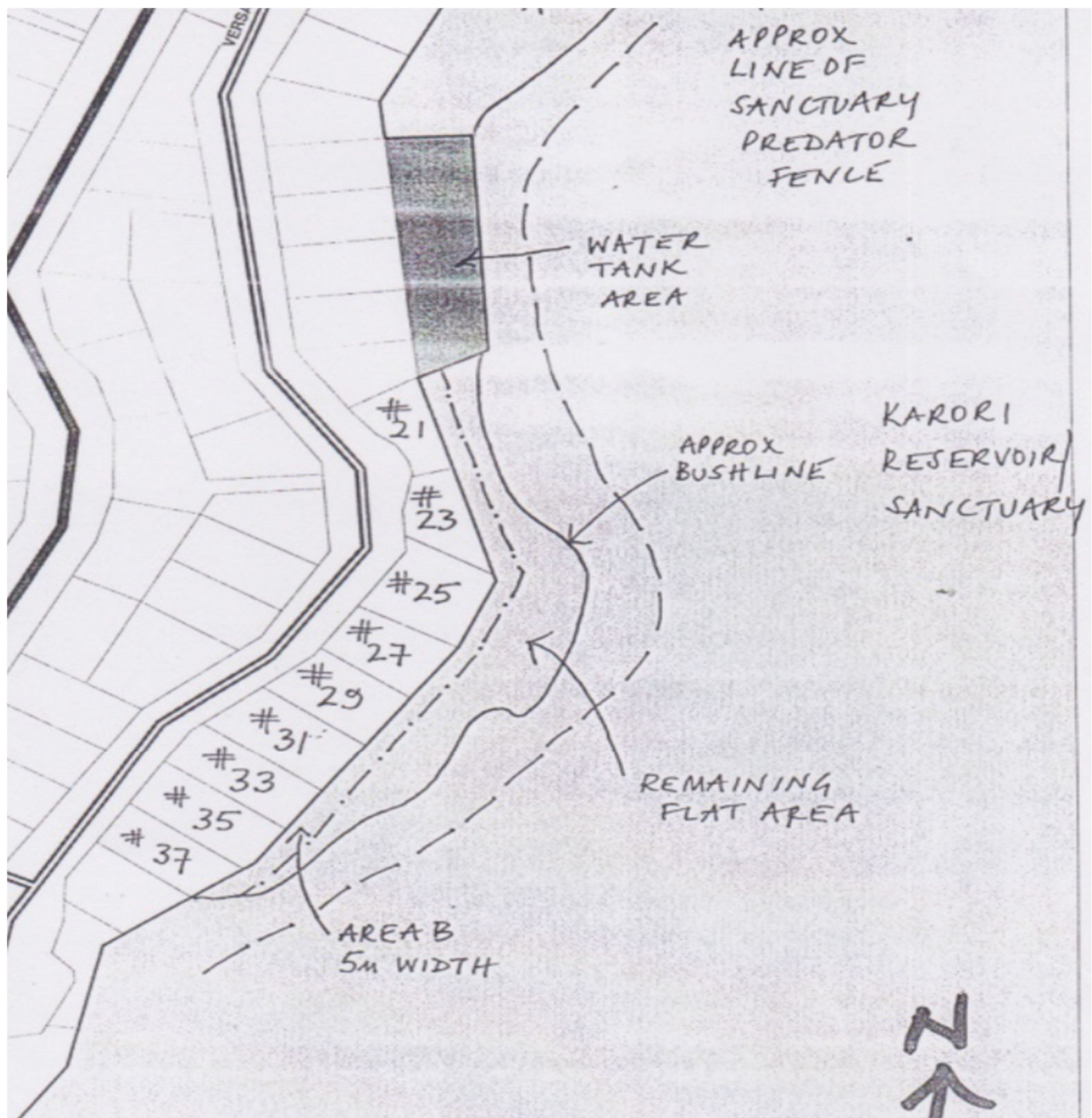


Fig 3. Map of 5 metre area "B"

103. The Strip was specifically included in the 2004 Outer Green Belt Management Plan and included the action reference in Paragraph 11, to *“Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community’s interest in the land.”* The consistent point is that there have been a long series of agreements and resolutions involving the Regional Council, the City Council, and the Sanctuary Trust. All of these agreements recognise and commit to protecting the security, privacy and views of the Versailles street residents.
104. Despite this, the City Council has made no effort to “resolve issues” and no consultation with adjoining residents in the 15 years since the 2004 Plan was adopted has occurred. This remained the case right up to the release of the Draft Plan in early 2019.

Appendix B – Fire Risks

Fire Protection

105. The Group's homes are adjacent the top of a very steep slope that is densely forested. In extreme conditions that forest could burn. The steepness of the slope means a fire would move quickly. For situations like ours, with adjacent steep forested slopes, Fire and Emergency New Zealand¹⁴ recommend that a distance of 10 to 30 metres be left clear as a firebreak, as shown in Figure 4. The maximum width of the mowed area of the Strip is about 26 metres. As the owner of the adjoining land (Zealandia), the Council have a moral and legal duty to residents to mitigate, rather than add to, fire risk. A clear area acts as a defensible zone from which fire fighters can access a fire.



Figure 4. Defensible zones.

106. According to information published by various sources including the Fire Service gorse is the most flammable plant in New Zealand. The Strip was created as a fire break. Much of it is actually mowed gorse rather than grass, and the recent lack of maintenance of the area behind number 21 Versailles Street has seen gorse growing very rapidly.

107. History is very relevant in respect of fire. In the early to mid-1990s Karori in particular, and some surrounding suburbs were hit repeatedly by arson.¹⁵ Sometimes several times a week, or even a day, fires were being lit in the bush around our community. The sound of fire engines attending fires was obviously just as frequent. It prompted a local councillor to establish Wellington's first Community Patrol. The Police eventually identified the suspected arsonist, but

¹⁴ The link is: <https://fireandemergency.nz/at-home/rural-home-fire-safety-checklist/>

¹⁵

https://natlib.govt.nz/records/20878726?search%5Bi%5D%5Bprimary_collection%5D=Index+New+Zealand&search%5Bpath%5D=items&search%5Btext%5D=New+Zealand+Fire+Service+reports

there was never adequate information to charge them. Ongoing revegetation has seen gorse replaced by less flammable plants which has also assisted. It is important though to note that some native vegetation is also quite flammable. (attached list of plants by order of flammability)

108. Suffice to say, fire is a real issue for Karori. Because our properties are at the top of a hill, fire becomes a bigger issue. We are also in a City Council designated 'high wind zone'. When the fire break was created, gorse would have been the dominant plant over large areas of the hillside below us. While gorse has been largely removed, exacerbating fire risk would be an issue, and Council would have duty of care to residents to address that issue.
109. We have had recent history of the massive fires near Nelson this month (February), and the small fire in bush on Te Ahumairangi Hill. In February 2017's Port hills fires, 2,075 hectares of land were burned and 11 houses destroyed or badly damaged. Tragically helicopter pilot Steve Askin was killed in fighting that fire. 3 other people were injured. The fire was only declared officially out after 66 days. It is being recognised that New Zealand is underestimating the risks of urban fire. Climate change and drier summers makes this more an issue. We would hate to see this as a reason to cut down vegetation close to houses, but it is a reason not to exacerbate risk. As noted before, the Group's homes are on the crest of a ridge.
110. Fire risks are discussed in part 4.2.2.6 on page 43 of the Draft plan. Fire risks are to be managed by:
 - *"rules in the Rules section¹⁶;*
 - *planting fire-resistant species in areas of high fire risk;*
 - *informing the public about fire risks and how to avoid causing fires via on-site signs and other visitor information;*
 - *co-ordinating fire management with Fire and Emergency New Zealand."*
111. The explanation given is:

"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."
112. While fire can "set back ecosystem restoration" it can also put properties and people living in them at the boundaries of the outer green belt at risk, a factor not mentioned in the plan. While there is a mention of the adverse effects of climate change, there is no indication that anything is being done to mitigate the "likely increase in frequency and/or severity of drought conditions".
113. The 2017 Port Hills fire and the 2019 fire in the Nelson region have raised the awareness of wildfires on the fringes of urban areas. This new awareness and a lack of adequate preparation were the subject of an editorial in the Dominion Post

¹⁶ The only relevant rule (5.3.3.1) is no fires except as permitted under a WCC bylaw.

on 7 February. The editorial referred to a paper by fire scientists¹⁷ that concluded with the warning that councils have a key role in ensuring adequate planning takes place to prepare for such disasters before they happen.

114. The Outer Green Belt has not been immune to wild fires. In the 1993/93 fire season two separate wildfires threatened houses on what is now Montgomery Avenue. The fires are documented in a detailed report by the New Zealand Forest Research Institute (now Scion).¹⁸ The situation of those houses shown on the map on page 3 of that report and in the photograph on page 4 is very similar to the situation of the houses of our group – sited at the top of a ridge with Karori on one side and a very steep hill covered in trees and shrubs on the other. There was even a water reservoir near the houses. Residents were asked to evacuate their houses and it was with great difficulty and some risk that the house were saved.
115. On page 11 of the report, in discussing the risk fire fighters exposed themselves to it is stated that where fuels are continuous, very extreme fires will breach firebreaks with relative ease. It then makes an estimate of how wide a firebreak is needed and suggested a “rule of thumb” of 1.5 times the flame length. In a later paper by the same author¹⁹ applied findings from his continuing research to produce a list of flammability of 42 selected native species. Of relevance to the proposal in the Draft Plan to revegetate the Strip is the caution on page 6 of the report that native plants of low flammability may serve as “green breaks” on moist or fertile sites to reduce a crown fire in an adjacent forest or scrub fire, but under extreme conditions they will burn readily.
116. Figure 2 on the same page depicts defensible space requirements around a house in two situations. Our situation is depicted in “b”.

¹⁷ *Wildfire risk awareness, perception and preparedness in the urban fringe in Aotearoa/New Zealand: Public responses to the 2017 Port Hills wildfire*, Australasian Journal of Disaster and Trauma Studies, Vol 22, pp 75 – 84:
https://www.researchgate.net/publication/330241479_Australasian_Journal_of_Disaster_and_Trauma_Studies_Wildfire_risk_awareness_perception_and_preparedness_in_the_urban_fringe_in_AotearoaNew_Zealand_Public_responses_to_the_2017_Port_Hills_wildfire

¹⁸ *Two Rural/Urban Interface fires in the Wellington suburb of Karori: assessment of associated burning conditions and fire control strategies*, LG. Fogerty, FRI Bulletin No 197, 1996: <https://scion.contentdm.oclc.org/digital/collection/p20044coll13/id/18/>

¹⁹ *A Flammability Guide for Some Common New Zealand Native Tree and Shrub Species*, New Zealand Fire Service Commission Research Report Number 20, November 2001: <https://fireandemergency.nz/assets/Documents/Research-and-reports/Report-20-A-Flammability-Guide-for-Some-Common-New-Zealand-Native-Tree-and-Shrub-Species.PDF>

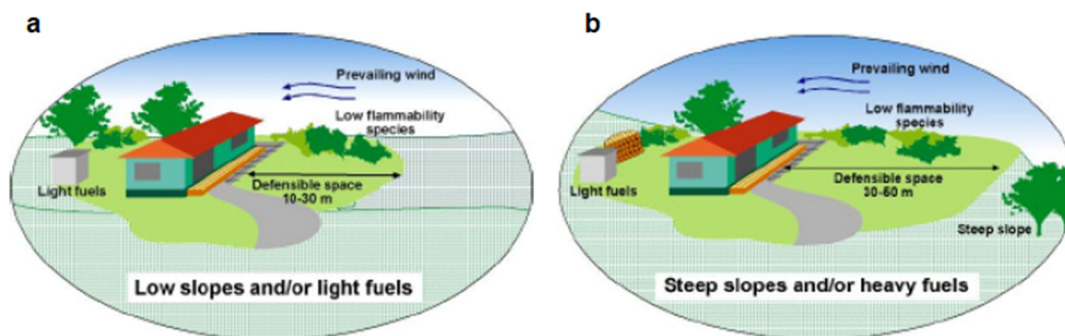


Figure 2. Defensible space requirements around a house in (a) low slopes and/or light fuels, and (b) steep slopes and/or heavy fuels.

117. Our properties are located next to potential defensible spaces directly above a very steep slope that is densely forested. In extreme conditions that forest is likely to burn. The recommended defensible space for our properties is 20 to 60 metres. The maximum width of the mowed area of the Strip is about 26 metres.
118. The effect of the policy recommendation in the Draft Plan is that Green Belt values should come before the fire protection of neighbouring residents. It is our submission that it should be the other way around. The Strip behind the houses from #23 to #37 should remain as a firebreak. And the remainder of the area behind the other houses and along the track next to the perimeter fence should be maintained to remove the gorse, long grass and other highly flammable material.

Risks associated with Revegetation over maintaining a Firebreak

119. The Group note that the 2019 Draft Plan discusses revegetating the Strip. In a response to a request for official information the Council has advised the following:

There is added benefit from planting fire resistant species such as Myoporum laetum, Phormium cookianum, Griselinia littoralis, Pseudopanax spp, Fuchsia excorticata, Piper excelsum, Coprosma spp, Hebe stricta, Pittosporum spp, Melicytus ramiflorus, Aristotelia serrata. There is a list of approx. 40 species which are considered fire retardant or have low flammability that occur naturally in the Wellington area.

120. This is a misinterpretation of the scientific research on this issue.²⁰ While some native species are more flammable than some introduced species, the

²⁰ Two Rural/Urban Interface fires in the Wellington suburb of Karori: assessment of associated burning conditions and fire control strategies, LG. Fogerty, FRI Bulletin No 197, 1996: <https://scion.contentdm.oclc.org/digital/collection/p20044coll13/id/18/> A Flammability Guide for Some Common New Zealand Native Tree and Shrub Species, New Zealand Fire Service Commission Research Report Number 20, November 2001: <https://fireandemergency.nz/assets/Documents/Research-and-reports/Report-20-A-Flammability-Guide-for-Some-Common-New-Zealand-Native-Tree-and-Shrub-Species.PDF>; A quantitative assessment of shoot flammability for 60 tree and shrub species supports rankings based on expert opinion

cited research papers all include the caution that there is no such thing as a fireproof plant. The critical factor in any wild fire is how much fuel there is available to the fire as it spreads. The existing firebreak of mown grass (and mown gorse) would leave little fuel in the path of a wild fire burning up the heavily forested slope adjacent the Strip. The authors of the third listed paper did a Power Point presentation of their findings. The relevant slide is shown in Figure 5.



So green firebreaks offer potential to help manage fire and, if natives used, improve biodiversity, but...there is no such thing as a fire-proof plant. Given the right conditions (e.g. extreme fire weather), any plant will burn.

Figure 5. Any plant will burn

121. The Council's own advice to homeowners next to fire risk areas states: "*The Wellington Region is particularly at risk from vegetation fires. Apart from the fact that the Strip is surrounded by huge areas of gorse and regenerating bush, the region is also being planted in thousands of hectares of pine trees. On top of that, the region has two characteristics that fuel big vegetation fires - steep hillsides and strong winds.*"²¹ The Strip contains a large proportion of gorse – which is a highly flammable plant – and is at the top of a steep forested hillside within a high wind zone.

122. Should the Council re-vegetate the Strip, the vegetation would be a hazard that could cause a foreseeable risk of harm (by way of fire) to neighbouring

<https://researcharchive.lincoln.ac.nz/bitstream/handle/10182/6884/WF15047.pdf;sequence=1>

²¹ <https://wellington.govt.nz/~media/about-wellington/emergency-management/files/scrubfires.pdf?la=en>

property. This would be so even if the Strip were revegetated with “fire-resistant” species. Any revegetation would present a greater risk than what is there currently. If the residents ceased their maintenance activities (or were instructed to do by the Council), it would be a matter of weeks before the gorse grew up to the extent that it would become a significant fire hazard. It is highly unlikely that the Council would have the resources to invest in clearing gorse and carrying out other maintenance activities to the same standard as that currently being done by residents.

Potential Fire Risk Liability

123. A recent High Court case²² held that the Gisborne District Council was liable to a neighbour for a fire that began on Council reserve land. The High Court held that the Council had a duty to take reasonable care to remove or mitigate hazards on its land and which could cause a foreseeable risk of harm to a neighbouring property. In this case, the Council breached this duty, and therefore acted negligently, by failing to remove vegetation from a Council reserve that posed a fire risk. The Court awarded the neighbour \$875,254.68 in damages.
124. It did not affect the Council's liability that the fire was deliberately lit and neither was the Court persuaded that less should be expected of the Council because the land in question was a small piece of the overall reserve land held by the Council. The Court stated *“the Council can be considered to be relatively well resourced and it has the ability to raise finance through rates and other measures. In those circumstances, and particularly where the Council was aware of the fire hazard, I do not accept that less ought to be expected of it.”*
125. Recent fires in Nelson and Wadestown, together with previous historical fires around Karori, demonstrate that fire is a real and foreseeable risk.
126. The Draft Plan states *“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.”* These statements demonstrate that the Council is clearly aware of the fire hazard presented within the Outer Green Belt. The High Court has found that the Council can still be liable for a fire even if it was deliberately lit.
127. The maintenance activities being carried on the Strip by residents clearly reduce the risk of fire and therefore Council's liability should a fire occur. Gorse has either been removed (by some residents) or is being mowed (by other residents). In fact, the residents' maintenance activities are consistent with Council's own advice on managing fire risk. The Council's advice is:²³
128. *To make a defensible space, an area of 20m from the walls of your house should be:*
 - a) *Lean - minimal amounts of flammable vegetation*
 - b) *Clean - no dead vegetation or other flammable debris, and*

²² Double J Smallwoods Ltd v Gisborne District Council [2017] NZAR 1167

²³ <https://wellington.govt.nz/~media/about-wellington/emergency-management/files/scrubfires.pdf?la=en>

c) *Green – plants are healthy and green during the fire season*

129. As is stated earlier in this submission, many of the houses on Versailles Street are sited extremely close to the rear boundary. This means that there is little that residents can do within their own land to reduce the risk of fire. As a result, by mowing the Strip, they have ensured that the Strip contains minimal amounts of flammable vegetation and is cleared of dead vegetation and other flammable debris.
130. The Council suggests using *“low growing herbaceous (non- woody) plants that keep green during the fire season. Herbaceous plants include lawn, clover, ground covers, bedding plants, bulbs, perennial flowers and conservation grasses. Irrigate regularly.”*²⁴ Note that “lawn” is specifically mentioned. This advice is exactly what the Residents’ have followed in carrying out their maintaining activities on the Strip.
131. The High Court in Gisborne specifically found that *“Had [the land] been cleared and maintained as mown or line trimmed grass, the Fire would have spread more slowly because the fuel load would have been smaller”* and would likely not have spread as far as it did. The Strip is currently cleared and maintained as mown grass – exactly the situation that the Court found would have reduced both the speed and extent of the Gisborne fire.
132. If a fire were to break out within Zealandia, and spread to our properties, then it would likely be Zealandia who would face liability for that fire. However, the Council would also have liability (and be exposed to an award of exemplary damages) if it had removed a firebreak that would have prevented (or lessened) damage to our properties.

²⁴ <https://wellington.govt.nz/~media/about-wellington/emergency-management/files/scrubfires.pdf?la=en>

Appendix C - My Details

1. Name: Geoff Bennett
2. Email address: [REDACTED]
3. Postal address: [REDACTED]
4. Capacity: I am making this submission as an individual
5. Oral Submission: I would like to make an oral submission
6. Telephone numbers: [REDACTED]
[REDACTED]

First Name:

Last Name: *

Belymda

Jack

Organisation:

On behalf of:

Postal Address:

Suburb:

Ngaio

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Why/why not? | | | |

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

The wild nature of the Mt Kaukau walkways and open spaces has not been taken into account from my reading of the paper. As a daily Walker of the reserve I am aware of the dangerous wind speeds (often the highest in NZ). I believe that the plan does not take this into account and views mt Kaukau like an open grassland area at sea level. This is not a place to encourage overnight camping by installing toilets at the top. Walkers need to be reminded that the tracks are not even, to beware of tree roots, stones etc. Highlighting potential tripping spots would be an enormous task and expensive. Warning signs are a better option. Warnings would say: rough track, high winds, farm animal (keep your distance and do not walk between mother and calf) Dogs bags and rubbish receptacles should be installed at ALL entry points. Weeds need to be kept in check. Insecticides kill native insects, lizards and birds.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☒ Don't know
-

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Due to the possibility for severe weather on the outer green belt. I do not believe that WCC can offer this track open to all residents. As well, the beauty of the 'outer green belt' classification it is that the Wild nature which attracts residents and visitors enough.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

The animal-damaged track is only during the winter months with the ground becomes muddy and slippery. There are alternate pathways. Teach people how to manage rural animals by placing signs up. Fence off native plant growing areas. Fencing costs? When was the last time new fencing was erected?

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☒ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected

whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Treatment of the Outer Green belt as if it is Inner Green belt is not an improvement.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

John

Apanowicz

Organisation:

On behalf of:

Postal Address:

Suburb:

Khandallah

City:

Wellington

Country:

New Zealand

PostCode:

6441

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

I think the Plan will provide connectivity to the outer green belt and enable greater accessibility for all Wellingtonians.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

I predominantly spend time in sectors 1,2 and 3. The proposed key actions in each are positive. They provide greater and safer access ways for residents of the Northern Suburbs.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I support the proposed loop tracks in sector 1,2,3. Specifically: Sector 1 - Horse-riding priority in Spicer Forest. Sector 2 - Look for opportunities to connect reserves and/or public access along Ohariu Ridge. Pursue extension of Skyline Track north from Old Coach Road to Churton Park via new property. Sector 3 - Work with Mt Kaukau summit land owner to... investigate proposed development of new summit toilet and drinking water facilities. Investigate potential entrance at McLintock Street North.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

No

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Could create a fire risk from long and dry grass in the summer.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

1. 268 Ohariu Valley Road or McLintock Street 2. Ohariu Valley Road or Upper Stebbings Valley 3. Chartwell Bush/woolshed 4. Wrights Hill 5. Brooklyn wind turbine

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Refer comments in question 6.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Refer comments in question 6.

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| | Yes | No | Don't know |
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14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| Yes | No | Don't know |
|-----|----|------------|
|-----|----|------------|

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

No specific comments

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

No specific comments

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☒

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

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Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know
☐ ☐ ☒

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?



Will the plan ensure the natural environment continues to be protected and improved in this sector?



Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

No

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

None

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Tim

Last Name: *

Gentle

Organisation:

On behalf of:

Postal Address:

Suburb:

City:

Wainuiomata

Country:

New Zealand

PostCode:

5373

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

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If not, why not?

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| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
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The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
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Why/why not? What ideas do you have to balance out the pros and cons?

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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☐ Yes

☐ No

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Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

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| | Yes | No | Don't know |
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18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I support the submissions of the Wellington MTB Club, BTB and Western Suburbs Trail Alliance.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Dean

Harding

Organisation:

NA

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
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What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
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- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to [Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks](#).

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| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

As a middle-aged MTB enthusiast, I'd like to see more progression with regards to higher grade MTB track development. Grade 5 and above tracks are limited in Wellington and a lot of us experienced folks are bring joined by the next generation(s) coming through the ranks. What I think is happening is that we are going out of town to get our kicks as existing tracks become swamped with lessor graded riders. Another point being that joining the ridge lines has to be more than connecting the dots. I can bike from Mt Kau Kau to Karori Park on my Cross bike, but I cant climb up to Makara Peak. I'm all for getting to the South Coast and love seeing the mixed track users out there enjoying them too, but ensure we can bike (or walk, or run etc) all the way. Not have to dismount, walk, stagger etc. Not expecting miracles straight away, just a plan that gets us to that point.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

When I use Skyline (frequently) I am always surprised with the number of people that have managed to find their way up there. Opening up easier access would be brilliant. The more we open it up, the more Wellington gets healthier. As a MTB'er, I would love to get easier access up to the top of Makara Peak sometimes too. But not a full on commercial activity please. MTB'ers use an app called Trailforks - it would be great if Council supported this by populating tracks. Obviously I care more about shared use tracks but also populating with walking tracks could help reinforce to cyclists, what tracks to stay off .

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I get a tad intimidated by the cows up around Johnsons Hill, but its part of the enjoyment. Dodging cowpats is especially challenging but thats part of the character of these tracks. I love nicely groomed tracks like some of those around Wgtn (Makara Peak/Polhill for eg), but they look like modern highways nicely manicured and thats simply not the real NZ. Keep it natural gets my vote.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

I have no view on order but can you PLEASE put appropriate signage up about track use, dogs on leads, and also as tracks get closed for maintenance, all entrances should be sign-posted with warnings on track closure. Gets a bit tiring that people arent informed.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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Please add here anything relevant to this sector that you think is not covered in the plan.

I'm not sure I see strong support for the work our MTB track builders perform. Whilst the priority for them/us is more tracks, the value they/we bring in helping with pest eradication, native plantings etc doesn't feel overly acknowledged in the plans apart from Polhill and Makara Peak.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

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Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

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19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I found the documentation overwhelming. I dont know how you could have done it better but as a simple person that was focused on my own wants and needs, I found that I probably missed the majority of important points that maybe I should have considered. Also, the format of multi-choice answers didnt really feel like I was able to to say what I thought I might have been able to say. Good job though WCC, joiningf up the OGB is great and fully support however you achieve this. Thanks.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Catherine

Froud

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☒ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|----------------------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|----------------------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|----------------------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Sector 4 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☒ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☐ Yes

☒ No

☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Places/ tracks which are currently walking only should be preserved at all costs - for safety of walkers and their families and dogs

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

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Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the

name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Penny

Last Name: *

Krieg

Organisation:

Loose Leash Dog Walkig Newlands

On behalf of:

Postal Address:

Suburb:

Newlands

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

More opportunitys for Off Lead under control dog walking in low ecological value areas

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

Easier Access

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

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| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

More tracks required in Sector 2 easier access required for elderly, disabled ...stairs, hand rails ... car parking Dogs on lead access. Dogs Off lead if area suits ie fencing and stock free.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Easier access required for elderly, disabled, the young, those with mountain buggies ...stairs, hand rails ... car parking, car access roading to the top in a couple of places ie Spicer Forest ?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Yes in the main I do like the view of the grazed land, but also think it is awesome to restore the native bush & wildlife. care needs to be taken with planting so that rigdeline views are not lost. Reverting grassland providesopportunity for more off leash Dog Walking Tracks - lower ecological value

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Upper StebbingsValley McLintock Street Chartwell Bush / Woolshed Brooklyn Wind Turbine Wrights Hill

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

Does the draft plan support community partnership in this sector?

Yes No Don't know

Does the draft plan support use of this sector by a wide range of people?

Yes No Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Yes No Don't know

Do you agree with the actions for this sector?

Yes No Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

Spicer Forest suits dogs off lead. Shared Space with dogs in sight and under control... voice, whistle, gesture ... Palmerston North City Council has this policy at Ahimate Park, 'Dogs and Horses Welcome. Ahimate is dog off leash throughout the park Horses are also welcome'. Deserves at least a monitored trial period.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Yes No Don't know

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

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Yes No Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Yes No Don't know

Do you agree with the actions for this sector?

Yes No Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

Dogs on lead access. Dogs Off lead if area suits ie fencing and stock free.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Yes No Don't know

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Yes No Don't know

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Yes No Don't know

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15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

Safe pedestrian access needed from Karori Park to Wrights Hill. ie. Makara Peak 4WD track very steep

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

Keep Current off lead Dog Exercise Area & access track. Agreed rest strictly ON Lead. I had previously sought to have Salvation Track off lead but hadn't realised the amount of wildlife there :)

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Yes No Don't

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?



Does the draft plan support community partnership in this sector?



Does the draft plan support use of this sector by a wide range of people?



Will the plan ensure the natural environment continues to be protected and improved in this sector?



Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

Dogs on lead access. Dogs Off lead if area suits ie fencing and stock free. Dogs in sight and under control.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Dog Policy 2016 ... Reasonable exercise and recreational needs of dogs and their owners.. Many dog owners and dogs desire circular walks and or long distance walks/ runs with their dogs. Look how very popular Trelissick Park DEA and Te Ahumairangi Hill DEA are. Medium to large patches of mown grass do not fill this need. I therefore request that some tracks in suitable areas are made off lead and under control. If these tracks are provided & promoted one would hope that there is greater compliance to the Dog Policy & Bylaws. Perhaps the Park Rangers need greater powers for compliance. Dog owning MTB'ers often want to run their 'Trail Dogs' off lead - agreed this may not suit the high use Makara Peak, unless it was single direction or dedicated, but the low ecological value areas of the grassland/ exgrazing land would suit. Wider tracks on the ridgelines etc... would suit Dog Sports of Bike-joring, scooter-joring, and Cani--cross (leash attached sports) The Outer Green Belt is a Shared area and I firmly believe segregating dogs to 'single use' Dog Exercise Areas is a missed opportunity for socialisation & education of both public & Dogs. Dogs need to be balanced & well rounded individuals able to cope with what ever daily active life brings. Our dog walking groups are not phased by mountain bikes, stock, horses. They know to move left on single tracks to allow MB'ers by and we have never had any problems. If we can achieve this with groups of 8,10,12 on lead dogs, and off lead dogs on TeAhu ... dog owners can also share these spaces safely without issues. Any that do have problems can look to their local dog training club for help. 4WD access is important, and can I suggest 4WD club provided tours for the elderly & disabled etc ... ?

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Tom

Last Name: *

Burke

Organisation:

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

Any removal of the existing pine trees in the Forest of Tane adjoining Duval Grove would be appreciated as they block a lot of sunlight currently. I also support the move to re plant with native trees

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Any removal of the existing pine trees in the Forest of Tane adjoining Duval Grove would be appreciated as they block a lot of sunlight currently. I also support the move to re plant with native trees

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Leasa

Carlyon

Organisation:

WREDA

On behalf of:

Postal Address:

Suburb:

Te Aro

City:

Wellington

Country:

New Zealand

PostCode:

6001

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

Overall, the draft OGBMP is a complete and inclusive plan which carefully balances the need for the ecology, restoration and recreation demands for the future. We did find the full supporting paperwork supplied onerous and lengthy to easily make a submission. The summary document was great. The OGBMP is in close alignment with the Wellington Regional Trails Framework which states on page iv of your document: The Potential The Wellington region has an outstanding opportunity to become a world-class trails-based destination offering outstanding experiences to a variety of markets. Importantly, improving the level of products to aligned to trails will not only help achieve world-class experiences, but it also adds significant value for the residents of the region who are strongly connected to their trails and who see them as a vital part of the infrastructure to support a healthy and vibrant region. Vision 'Connecting out people with inspiring adventures' The OGB will also support Wellington to attract and retain awards such as the Deutsche Bank most Liveable City in the world title and attract and retain workers, students and businesses.

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

In addition, we would like to see any new tracks outside of this plan being proposed we recommend consultation with communities, industry and user groups that might be affected by any recreational trail rationalisation on the OGB. In our experience, provision of a transparent, timely and achievable consultation process will help build trust, collaboration and support for proposals to alter the track network. This may include allowing for peer review of council-commissioned and/or officer reports.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

☒ Yes
☐ No

☐ Don't know

What do you think could be added?

The Wellington Regional Trails Framework for the Future is a 3-year implementation which commenced in 2017 a key action is to complete the Skyline Track - Trail Audit and Gap Analysis with landowner WCC. This will focus on the visitor experience aspect. As the Skyline Track officially extends in the future from Red Rocks on the South Coast to Porirua, it will include the following sections of the OGB: - The existing Skyline Track (sectors 3&4) - Northern Walkway (sector 3) - Makara Peak Mountain Bike Park (sector 5) - Polhill, Wind Turbine and Te Kopahau Reserve (sector 7). Upon completion of the Skyline Track through the 7 sectors, the annual Trail Audit & Gap Analysis will identify gaps potentially not previously considered or identified in the OGBMP. Examples include encouraging additional services or businesses to enhance the trail experience. It will cover topics included in the OGBMP such as trail-based interpretation and trail infrastructures such as toilets, signage, and car parks. The completion of the full Skyline Track would form seamless a multi-day trail experience, traversing many of the best peaks and views in Wellington City and allow for a range of shared trail user experiences from horse riding, mountain biking, hiking and walking. The proposed full Skyline Track is already been assigned a Signature Trail in the Wellington Regional Trails Framework as one of our best trail experiences. A signature trail is described as 'A small number of outstanding trails that attract visitors and achieve recognition for the region as a trail destination and provide a focal point for regional residents.' Independently, Makara Peak Mountain Bike Park in sector 5 is also designated as a Signature Trail. We would support the Te Araroa Trail re-routing to follow the new Skyline Track where it makes sense for them to do so. The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). Therefore, there is strong alignment between the OGBMP and the Trails Framework. The Trails Framework is in the process of releasing the 'Find your Wild' Wellington Regional Trail branding and promotion of the new website www.wellingtonregionaltrails.com. The Framework has also released the Shared Use Behaviour Guidelines which will lead to future messaging on trails with shared use. It would be optimal for these documents and resources to be including and reference in the final OGBMP. We note that the OGBMP references with existing management plans including the Makara Peak Management Plan and the Open Spaces Access Plan (OSAP), however we note that the tone of the OGBMP differs and could conflict with the OSAP, with regard to it the inference that there has to be a choice between recreation and trail development and ecological protection of ecosystems. We note the comments in the OGBMP of 'trail development producing weed corridors' and that 'trails can negatively impact on the environment and ecology' is not well supported. It does not recognise the significant tree planting of desirable species and plant pest eradication that goes hand in hand and has a great track record with council approved but volunteer lead trail development in the Wellington area.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

☒ Yes

☐ No

☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|----------------------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Concerns have been expressed to the Regional Trails Framework Community & Industry Engagement Forum that Sector 7 may not be available for future trail development due to WCC ecological concerns. The current proposal from Brooklyn Trail Builders includes creating a loop trail in order to have an off-road running marathon course and shared use mountain bike trails. These previously proposed trail developments would be supported by the Forum and enhance the key OGB Guiding Principles of: * recreational access * community and identity, (through working with several volunteer groups) * cultural and heritage, (as new trails will allow access to proposed opportunities for interpretation of the South Coast and ecological improvements (planting and trapping) * nature, through the trails supporting the reintroduction of native species such as the Capital Kiwi vision. We support consideration of new trails proposed by the Brooklyn Trail Builders for the potential benefits they will bring. We believe that ecological protection and restoration should be planned and managed alongside recreation activities and development and that the two can usually co-exist.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

If the Rangituhi Porirua Adventure Park proceeds, a popular entry point to the Skyline Track/OGB would be the new user pays 8-person Gondola (which will also be able to transport mountain bikes). Separately, there is a mountain bike and walker shuttle and trailer trial this March in Makara Peak Mountain Bike Park. It is taking paying customers to the summit operating on Thursday evenings and weekends. The shuttle service is also supporting volunteers to enhance the trails. It would be ideal if this trial service was made a permanent service subject to demand. Private walking, horse riding and mountain bike tours could give guided access and offer a personal interpretation, transport, hire and other services. These services should be encouraged as per Framework actions 3.8, 3.10, 3.11 and 3.12 on page 62 and 63 of the Framework. E-Bikes are like a personal uplift service and grant many more people to access to areas they presently cannot, and the ability to go

further distances. Information on E-bike permission is presently lacking. It would be ideal if it was clear where E-bikes are welcome and they are not. We would welcome a clear E-bike policy such as the Greater Wellington Regional Council's policy that you are welcome to use E-bikes on all of the trails they allow mountain biking. There is great value in having clarity around an E-bike policy across the entire Wellington Region as recommended in the Trails Framework in Actions 2.3 and 2.4 on page 61 of the Framework. Additional trails and nature experiences for those with physical accessibility issues would be welcome, such as safe Grade One trails with good experience, car access and facilities suitable for those in wheelchairs or with mobility and sensory impairments.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Based on our understanding of our regional trail users, people value the natural (indigenous) environment more highly than farmland, along with extensive views of the surrounding landscapes. They are very concerned about water quality and the possibility of animals polluting our waterways. Many urban residents nowadays have had little or no experience with farm animals and feel nervous around them (especially cattle), or do not appreciate that they are not compatible with dogs (sheep). Lastly, if people wish to see farm animals there are opportunities to do so in rural areas of Wellington City or further afield. While grass will grow longer, there are numerous options nowadays for cost-effective maintenance. Consideration should be given to track improvements that will facilitate easy maintenance and viewshafts if possible. The timeframe identified will allow for these and other issues to be worked through.

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

1. Brooklyn wind turbine (Sector 7); 2. Wrights Hill (Sector 6); 3. Chartwell Bush/woolshed (Sector 4); 4. 268 Ohariu Valley Road or McLintock Street (Sector 3); 5. Ohariu Valley Road or Upper Stebbings Valley (Sector 1) For points 4 and 5 above we recommend that the most popular and easiest to access entrance options should be selected. These main entrance enhancements are consistent with the recommendations outlined in the Wellington Regional Trails for the Future Strategic Framework (2017) in relation to the development of the Skyline Track being designated Signature Trail status trail on page 48. under 'Skyline Track'. Why it meets the criteria: 'This proposal seeks to extend the existing tracks in the Wellington skyline and create a continuous experience the length of Wellington city an over some of Wellington's best-known hilltops within the Outer Green Belt. The main section still to complete is between Old Coach Road and Spicer Forest. Connects a number of existing tracks and provides for a range of recreation experiences on one continuous track. Links with public transport. Takes in several significant peaks and with outstanding views over Wellington City, the west coast and, on a fine day, the South Island. Will connect existing trail with Rangituhi/Colonial Knob and strengthen links in the regional network.' And; What needs to be done: 'Signage to identify existing trails sections that make up this longer track and development of new sections form Johnsonville to through to Churton Park to Spicers Forest/Forest of Tane in the north.'

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ Yes ☐ No ☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes ☐ No ☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes ☐ No ☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ Yes ☐ No ☐ Don't know

Do you agree with the actions for this sector?

☒ Yes ☐ No ☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

We are pleased to see the inclusion of a priority horse-riding area. We support close collaboration and synergy in marketing with the Te Araroa Trail of New Zealand route which is likely to be re-routed to mirror the full Skyline Track. This will bring added status and benefits by aligning the trail products, improving the trail experience by now allowing current sections of the Te Araroa Trail off-country roads and onto off-road trails. We hope that the Te Araroa Trail signage will be considered on the sections that merge with the Skyline Track.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ Yes ☐ No ☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes ☐ No ☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes ☐ No ☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ Yes ☐ No ☐ Don't know

Do you agree with the actions for this sector?

☐ Yes ☐ No ☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

The intended recreational use for this land is not listed in the actions under 6.2.2.6 Recreation and access. It is not clear if walkers/bikers or horses are welcome in this sector beyond the talk of track development. One would assume walking would be permitted, but it is not clear if bikes and horses are included. We support close collaboration and synergy in marketing the Te Araroa Trails of New Zealand route which is likely to re-route to mirror new parts of the Skyline Track. This will bring added status and benefits by aligning the products, improving the trail experience by taking current sections of the Te Araroa off country roads and onto trails. We hope that the Te Araroa will be well signposted on the sections it shares with the Skyline Track.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ Yes ☐ No ☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes ☐ No ☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes ☐ No ☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ Yes ☐ No ☐ Don't know

Do you agree with the actions for this sector?

☐ Yes ☐ No ☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

Until the Recreation and access for this sector 3 are explained it is hard to answer this question. As a minimum it would be expected that there would be a walking and bike route the length of the OGB along the proposed Skyline Track, not necessarily on the same track throughout and that there are adequate entrances for bikes. Horse trails should be explored in this sector but may prove to be unachievable, a justification for not including horse trails should be given to the public. It is not clear if the existing bike access trails from the urban areas to the ridgeline trails from Broadmeadows will remain? It would be good to clarify this. Horse trails should be explored but may prove to be unachievable, a justification for not including horse trails should be given to the public. We support close collaboration and synergy in marketing the Te Araroa Trails of New Zealand route which is likely to re-route to mirror new parts of the Skyline Track. This will bring added status and benefits by aligning the products, improving the trail experience by taking current sections of the Te Araroa off country roads and onto trails. We hope that the Te Araroa will be well signposted on the sections it shares with the Skyline Track. We agree with the draft plan proposal for ecological protection of plants and species. We support the development of a descending single-track mountain bike trail from the Crow's Nest to Silverstream. This will improve access and provide for suburban loop options.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Please also include additional local communities of interest: Wadestown and Ngaio for Sector 4. It is good to see that the Western Trail Alliance in relation to trail development on Johnson's Hill is included opening up more visitation to this area of the trail, creating loops and appealing to a wider range of users. We think that the actions for this sector are well thought out, especially the idea of more free exploration of Kilmister Tops by including more remote tramping/hiking opportunities. This would be a real asset so close to urban zones and benefit the whole city. Agree with the need for a safe crossing on Makara Road.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

We support the plan for this sector. We would welcome the addition of exploring a mountain bike loop trail option to and from Makara Peak and Makara Valley. This will allow for options to connect with Terawhiti in the future. Section 6.5.3.5 (8) mentions limiting events within Makara Peak Mountain Bike Park. We are wondering why this is necessary as we are not aware of this being a negative for the park. Far from it, events enhance the usage and enjoyment of the park. It fits with the endeavours of the council to improve wellbeing and activity of its residents and plays well to the principals of this draft plan of Nature, Recreation Access, Community and Identity and Resilience and City Economy and the Plan Highlights of Provide and Promote Outdoor Recreational Opportunities and Encourage and Support Community Partnership. A better definition of 'event' is required and a clearer justification as to why events in this sector need to be limited, or it should be removed. The Trails for the Future - Wellington Regional Trails Framework has been approved by the regional Councils CEO Forum and Mayoral Forum and includes actions: 5.5 Create a signature event showcasing the regions trails and points of difference and enables a range of participatory activities appealing to residents and visitors. 5.6 Encourage development of a wider range of trail events through the region to attract residents and visitors, including during the shoulder season. Makara Peak is a major safe destination for holding such events, including the WUU2K Ultra Running event and several annual mountain bike events that bring people from outside of the region. We need to have assurances that these events can continue and that new events can be considered.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Yes, especially enhancing Wrights Hill lookout for people with disabilities or access issues.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?



Do you agree with the actions for this sector?

Please add here anything relevant to this sector that you think is not covered in the plan.

The prospect of a Zip-line operator opening in this sector will be an exciting additional visitor attraction for Wellington. We believe that thought must be given to the two landfills in the area and how they impact on the adjacent recreation space. If their lease renewals are appropriate or would be in conflict with the vision of the OGBMP. We would welcome voluntary groups like Brooklyn Trail Builders and Polhill Protectors having lead roles in the consultation for recreational development in this sector. We question the need for 'professional' track builders being required for new trail assessments in this area when there is a motivated voluntary group Brooklyn Trail Builders who have demonstrated excellence in trail building and maintenance and the associated improvement and enhancement of ecosystems to the point of winning awards for their work. We would welcome the spending of ratepayer money on professional track builders being justified.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

No.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

This OGBMP is a great initiative to protect this valuable land for the future. It is important that recreation and public access remains and is explored and enhanced for the future. This can be done with careful planning in a collaborative way alongside conservation initiatives. Processes for submissions and public consultations on new and changed recreation developments on the OGB should be transparent, timely and easy to engage with for all stakeholders. We fully support the connection of all the sectors in the OGB to form a continuous network of reserves, opening up shared access to walkers and mountain bikers. Great to see that horses and some hiking options are also included. The improved restoration through native planting and waterway quality is good to see. Encouraging local community participation, collective ownership empowering them to help shape the area's future is very positive. Signage and wayfinding improvements are welcome. Insufficient signage and information can become a barrier to access. Good quality signage gives the community confidence about knowing where they are and how to exit. A well consulted and implemented OGBMP will enable enhanced ecological, recreational, economic, tourism and cultural benefits.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Bernadette

Staal

Organisation:

On behalf of:

Postal Address:

Suburb:

Grenada Village

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Zig Zag tracks to reduce the steep inclines

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No

☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Long grass and regeneration is more natural This activity could also open up the opportunity for more off lead dog exercise areas which would be a huge benefit to the many dog lovers in the wider region - dogs also do not worry about long grass (in fact they usually love it)

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

I personally think each and everyone has it's own merits - perhaps start with the easiest / cheapest so that you can at least prove to the public that you have made a start and then work your way up to the most difficult. I will however stay that the Upper Stebbings Valley would is a beautiful region and for me that would be my personal choice as a starting point.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Please do consider dog walkers as we are people out there everyday exercising and we love to explore new places. Dogs love to explore and where possible running free (under control of a responsible owner) is a dream for them. They also love to swim and spend time in creeks and streams. Being able to walk in the bush is also a requirement for summer exercise - especially as our summers are getting hotter each year.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Jenny

Love

Organisation:

Independent

On behalf of:

Postal Address:

Suburb:

Northland

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Why/why not? | | | |

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I fully endorse the proposition to create more tracks for all user types of the outer green belt. Walkers, dog owners, runners and cyclists of all levels should have efficient, effective and shared access to all areas of wellington suburb green areas. Mixing of these user types will always happen and broad provision for every type should be planned for to avoid honeypot site development and excess burden in areas of high activity. In particular, developing Wellington's cycle trails for all levels of cyclist is an amazing and profitable growth area for Wellington. As a dog walker and learning mountain biker I particularly welcome increasing provision for dedicated mtb tracks for increasing levels of skills as currently there is little to progress to and mountain bikers are forced to spend recreational time elsewhere as they progress. Developing local provision for this will not only retain activity and expenditure in the Wellington region, but attract and promote increased visitors to the area, with the net impact of increased tourist spending in our region. Health through recreation is vital to the social and economic wealth of Wellington through reducing healthcare burdens and improving wellbeing. I fully endorse recreational spatial integration, through designation of shared user tracks where appropriate, and dedicated downhill tracks to ensure safety of riders and walkers. Integration promotes user communities to mix in a positive manner. It is vital to achieving integrated communities. Currently there is much segregation of thinking which creates division and communities, which only need to be brought closer together through effective sharing of green spaces. Thank you wcc for allowing consultation and feedback. Many of us are happy to provide volunteer time to support and assist with planning and development.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Perhaps development of a simple facility base somewhere near Crofton downs.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of

the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Wind turbine and wool shed are priorities

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected

whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

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13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

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14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

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Please add here anything relevant to this sector that you think is not covered in the plan.

I would love to see endorsement and proposer development of mountain bike trails in the pine block forest of this region.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. [Sector 7 \(Te Kopahou\)](#) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

John

Morrison

Organisation:

Churton Park Revegetation Group

On behalf of:

Postal Address:

Suburb:

Churton Park

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☒ Don't know

What do you think could be added?

The closing of the gaps in the Outer Green Belt in the northern suburbs particularly adjacent to Churton Park should be a very high priority. We applaud the land purchases that have recently been made in our area, but there is still more to be done.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Must have accessibility from Churton Park and Upper Stebbings valley.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

The aim of our group is to promote the planting and establishing native vegetation on the hills and valleys surrounding our suburb so to achieve this there must be a phased programme of removing the animals and revegetating.

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Upper Stebbings is the highest priority followed by McLintock St. as the Northern suburbs have suffered from under investment in reserves over many years.

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. Sector 1 (Te Ngahere-o-Tawa/Redwood) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

When Upper Stebbings valley is developed there will be a road connection to Greyfriars Cres in Tawa. This road will pass close to the Redwood Bush. As a part of the environmental mitigation required there may be an opportunity to enhance this bush area as a trade off.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

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☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

This group has been actively planting in CP for over 10 years. We see that there are opportunities for our group to be involved in revegetation work in this area. We also applaud the planting work currently being carried out by WCC in the newly vested reserves and would encourage additional resources being applied to this project. The planned development of Upper Stebbings should be used to acquire land to fill the gaps as well as preserving ridge lines from development. The hills to the west of Churton Park are a very prominent local landscape feature and should be carefully planned to enhance the visual backdrop.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

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Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

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Please add here anything relevant to this sector that you think is not covered in the plan.

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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Consideration should be given to including Lakewood Reserve in the outer Green Belt Management Plan. This reserve is only separated by Westchester Drive from the OGB at the intersection with Halswater drive. Lakewood reserve is a unique ecological area being a wide flat bottom valley. It is in this reserve that the Churton Park Revegetation group is currently working.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Katharine

Amos

Organisation:

On behalf of:

Postal Address:

Suburb:

Kilbirnie

City:

Wellington

Country:

New Zealand

PostCode:

6022

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|----------------------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

I can't see how adding entrances and sports faciities and campgrounds etc protects and connects nature. I'd rather see the existing long term plan of re-generating native bush and retaining natural means of doing this (grazing etc) to continue

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

Details of alternative grazing space created to compensate for that which would be lost if this goes ahead. Conservation plans - details of how these plans fit in with existing long term initiatives already underway to regenerate native bush in the area. Volumes of people anticipated - I can't believe that there would be anything like enough foot traffic to justify spending 5 x \$250,000 (\$1.25M) on the new gates alone. Add a detailed cost-benefit analysis with evidence of these proposals actually making the improvements claimed from previous experiences around NZ and other countries.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline

Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
- ☒ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

It's hard to say from the information here.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Access from existing high roads or tracks - make it simple and cost effective

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☒ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

This is one of the few places in Wellington that people can see animals grazing on a natural environment (as opposed to contrived at Akatarawa or Lindale). Animals have been grazing here for hundreds of years and this is an important part of the heritage of the area. Enabling city-dwelling people to encounter animals in this environment enables them to be more comfortable and less threatening to the animals they encounter when tramping and biking in more rural areas of New Zealand.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

This is an expensive waste of money - 5 entrances are quite sufficient! I don't want to see my ratepayer and tax payer dollar be used on this luxury item! Please spend the money on something more worthwhile like earthquake and flood protection, housing for homeless people and child poverty initiatives. In order of 'do it if you absolutely have to' or if we as ratepayers aren't able to stop this wastage of funds, this is my preferred order: 1 Brooklyn wind turbine; 2 Wrights Hill; 3 Ohariu Valley Road or Upper Stebbings Valley } 4 268 Ohariu Valley Road or McLintock Street; }These 3 REALLY shouldn't go ahead 5 Chartwell Bush/woolshed }

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
- ☒ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Leave it alone and don't waste our money

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

Leave it alone and don't waste our money

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

☐ ☒ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

Leave it alone and don't waste our money

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Leave it alone and don't waste our money This area is great as it is. Myself and my friends and family really enjoy seeing the horses grazing here and we would hate to think that this was no longer a place where they could do this. I don't know of anywhere else in Wellington where we may do this. Horses have been grazing on this land for at least 100 years and this is a key characteristic of the place - it's part of the heritage of this land.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Leave it alone and don't waste our money

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?
Do you agree with the actions for this sector?

| | | |
|-----------------------|----------------------------------|-----------------------|
| <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Leave it alone and don't waste our money

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

Leave it alone and don't waste our money

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I am very concerned that the proposal is to bring in more people-oriented infrastructure at the cost of existing long term native bush restoration projects - at vast cost to me as a ratepayer. I donm't want you to spend money on this - it's unnecessary icing on the cake for a city that can't house its underprivileged people and students - we have flooding issues and earthquake risks - please address these large and dangerous issues to preserve life first. Maybe when WCC has done that work, people may be interested in addressing these 'nice to have' proposals. I don't want to see this area interfered with to the extent of these proposals - in particular the removal of grazing animals on Kilminster tops. Where will these animals be able to graze if you take away this grazing land? And where will we take our young people to learn about grazing animals in a natural environment within close proximity of Wellington? I can't see this as part of the proposal. Many members of the public enjoy being able to see and interact with these animals in this environment and I believe it is important not to destroy or detrimentally affect what has been in this area for hundreds of years. I believe that adding even more facilities for humans will encourage the erosion of the natural habitat that is there. Please don't do this.

Attached Documents

| |
|---------------------------------------|
| File |
| Outer Green Belt Management Plan 2019 |

First Name:

Cassandra

Last Name: *

Pierce

Organisation:

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☒ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Grazing animals provide an interesting and integral part of the historical significance of the OGB,. In keeping with the reputation of the biophilic city keeping grazing animals along the tracks adds to this value, although fencing and planting out of the high water springs would help mitigate some of the more adverse impacts of grazing animals (we have done some work on this.) As a private landowner neighbour with grazing animals to the council (for 10+years) I have very little faith that the council will have dedicated resources to keeping tracks open with the wide expanse views that are currently enjoyed. As very little to no investment has been made by the council to the upkeep of the current tracks as it stands now, let alone any further future track developments. Keeping tracks open is quite necessary to the wider community as a place to gather and move around in the event of a natural disaster, it also provides a natural firebreak between the city and the rural boundary. There will also need be a significant financial investment in fencing the boundaries of the OGB, an expense that I believe is unnecessary and frivolous considering there are far more beneficial projects that would benefit greater numbers of people that the council could invest in.

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. Sector 1 (Te Ngahere-o-Tawa/Redwood) is the northernmost part of the Outer Green Belt, extending from

the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

As a neighbouring landowner in this sector there has been very little consultation with us in regards to the OGB, there have also been recent works done by council on our property that was not agreed upon, even though there is mention in the plan '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.' Although an easement agreement was reached there was not agreement made on the width and scope of the easement and the council erecting poles on our property arbitrarily while disregarding our communications with them is not 'in-keeping' with this collaborative process that the council likes to proclaim exists with the neighbouring landowners of the OGB.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. [Sector 7 \(Te Kopahou\)](#) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Overall, we come away from this feeling quite disappointed.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Murray

Martin

Organisation:

On behalf of:

Postal Address:

Suburb:

Waterloo

City:

Lower Hutt

Country:

New Zealand

PostCode:

5011

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|----------------------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|----------------------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☒ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes

☐ No

☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I am a recreational user of the south coast, owning a bach in a cluster of baches at Longbeach (below Long Gully Station). This submission is also on behalf of the two adjacent baches to mine. My concern is any proposed change to the legal road enforcement policy. The unformed legal road (extension of Owhiro Bay Parade) has been in existence long before regular motor vehicle use was common around this coastline. Regular motorised use of this road gathered momentum in the early 1960's, mainly to access diving and fishing spots, and to access various baches built on private and public land along this coastline. The legal road has been kept usable mainly by the actions of four

wheel drive enthusiasts (west of the original quarry), but in recent years Wellington City Council has also been responsible for keeping the road open as far as Red Rocks. Walkers, and other users, were a minority user group up until the late 1900's or early 2000's. An increase in walkers, and other users, to access seal colonies at Sinclair Head and other places, has been brought about by WCC promotion of the area as a unique and rugged scenic area to be enjoyed by all. A visitor centre showing history of the area was built as part of this promotion. Also in recent years the increase in visitor use has been expanded by the influx of freedom campers to the public carpark area, most of whom walk to the seal colonies. This use of the area by freedom campers caught WCC 'off guard' as there was no legislation to stop or restrict their camping use of this area. This has now been covered by a bylaw, but the effectiveness of this bylaw could be questioned by observing some of the motor vehicles camping over in this area. Essentially, if a Local Authority actions the promotion of an area then suitable infrastructure needs to be developed, and put in place, to avoid clash with any different user groups. My point to the above preamble is that this coastal track is an unformed legal road (which have the same legal status as any other legal road), predominately used by motor vehicles both now and in the past, and should retain it's existing use rights for the motor vehicles. If WCC, like any other New Zealand Local Authority, want to promote an area for an alternative use to what is dominant then they must be prepared to provide EXTRA facilities for the new user groups, and not disadvantage these dominant existing user groups. Simply, the motor vehicles were there first, and while the legal road is still a legal road, other user groups such as walkers and mountain bikers need to respect this fact and plan their journeys with this in mind. I frequent this south coast area regularly and at different days and times of the day. The busiest day for all user groups appears to be Saturday. Motor vehicles are excluded from the coast on Sunday. Week days have no restrictions for any user group. Saturdays can create a clash with different user groups. There are faults to walker/biker and motor vehicle user groups attitudes alike. On Saturdays some motor vehicles travel excessively fast past walkers, some walkers do not realise they are walking on a legal road and do not give motor vehicles right of passage, some mountain bikers disturb both the above user groups. Sundays allow walkers/bikers exclusive use of the legal road. Weekdays visitor numbers to the coast are low so user group clashes are very rare. Night time use of the legal road by all user groups is low, and any user group clashes are basically non existent. It is essential this legal coast road is kept open for emergency services vehicles (at least up to Red Rocks), and for Search and Rescue organisations past Red Rocks. WCC can easily check the history of any Search and Rescue/Police involvement along this south coast wilderness area. Bach owners could also document their involvement with public safety issues/rescues along the entire coastal area west of the car park. Saturday user group clash issues could be dealt with by public awareness education, relevant to ALL user groups. WCC Ranger monitoring of motor vehicle bad behavior could be set up. Late morning until late afternoon would be the critical times for this operation. Night time closing of the legal road is going to disadvantage land owners and bach owners and be contrary to WCC policy of trying to separate the different user groups. Better to have any motor vehicles traveling to their bach/land at night and thereby avoiding walkers/bikers. Shore fishermen access the beach's at night for night fishing, and divers often return at night (particularly in the winter). Emergency services access at night for some rescue operations. Helicopter rescues are avoided at night. Public holiday road closure will not be received very well by recreational motor users of the legal road. It will invariably put pressure on private land owners to provide access to the coastline for diving/fishing etc. It will also put more emphasis on Saturday vehicle use of the road to 'catch up' on missed dive/fishing time. Maybe a similar education/monitoring schedule could be put in place for public holidays. Or maybe give motor vehicles priority use on public holidays, not walkers/bikers. Bear in mind also that the south coast legal road is the only (semi) unrestricted four wheel drive road available for motor vehicle use in the Wellington region. Odlns (Waitouru) Road in Akatarawa Forest is accessible only to a few hardy four wheel drive enthusiasts. To sum up, all is well on the south coast, and with a bit of further education/monitoring all user groups can co - exist

on our wild south coast. It is simply not fair and reasonable to advantage some user groups over others and expect the disadvantaged to simply 'go away'. Thank you for the opportunity to have a say on an issue that does concern me. Murray Martin

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Sue

Skene

Organisation:

On behalf of:

Postal Address:

Suburb:

Khandallah

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

I walk up Mt Kaukau at least twice a week. I enjoy the wildness, the cows are very important to that feel, I certainly don't want there to be toilets, car parks, easy access. It's very nature is to be a place to embrace nature in the wd. Don't tame it. It won't be special any longer.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again ([refer to Part 4.5.2.3](#) - starts page 54). [Click here for maps showing the proposed track networks](#).

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Is there anything missing that would help?

No. Not everywhere has to be accessible. Some areas are, some aren't. That's nature for you.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☒ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

The cattle and sheep enhance the experience up Mt Kaukau. It is a rural spot.

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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- ☐ No
- ☒ Don't know

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Do you agree with the actions for this sector?

☐ ☐ ☐

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| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
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19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Tony

Hassed

Organisation:

Tawa Residents Association

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan - starts page 52](#)). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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|---------------------------------------|
| Outer Green Belt Plan submission |
| Outer Green Belt Management Plan 2019 |

Tawa Residents Association Submission on The Outer Green Belt Management Plan

The Tawa Residents Association supports the submission made by the Friends of Tawa Bush Reserves in general but in particular the following sections:

A. WCC should not harvest or fell the pines trees on the land between Tawa and the western ridgeline, i.e the Forest of Tawa and that part of Spicer Forest on the Tawa side of Spicer Forest Road. It should instead allow the well-developed understorey of natives to naturally succeed them.

Proposal

FOTBR proposes that the pine forest land between Tawa and the western ridgeline is left intact, for the existing well-developed understorey of native species to naturally succeed the pines.

Reasons

1. Staged mass felling the pine trees will also significantly increase rainfall run-off rates and put Tawa at risk of flooding like, or worse than, the Tawa flood of May 2015.
2. Furthermore, natural succession avoids the disruption to access and enjoyment of the forest that would occur over the period the trees were to be harvested.
3. The current character of this forest - exotic pines with a well-developed native understorey at eye-level - is a point of difference, enjoyed by residents, and consistent with the OGB's guiding principle of diversity of landscapes.

B. WCC should acquire or otherwise protect, and enable public access to, the privately-owned bush land between Redwood Bush and the Airstrip Block.

Reasons

1. Acquiring or protecting the land supports the stated Outer Green Belt value of 'the increasing continuity of the reserve land from north to south'.
2. Formally enabling public access to this land would provide a connected 2.5-hour loop track through the reserves on Tawa's western hills, as well as enabling access from Redwood to Colonial Knob and Te Araroa. The prospect of a loop track (with multiple access points) was presented to the community and to the WCC as a key benefit of buying the Forest of Tane. The track already exists (and has done for decades), but because some of it is on private land, it's never been formalised or properly maintained - most people aren't aware it exists, and consequently the track should also be publicised and signposted.

C. Walking and Cycling Tracks through the Forest of Tawa between Kiwi Crescent and Spicer Road

The current track through the Forest of Tawa from Kiwi Crescent to Spicer Road is a popular walking track. It is a beautiful walk, with ridgeline panoramic views up and down the Tawa valley. This track also provides a valuable direct connection to Te Araroa (the national walkway) and Colonial Knob. The track has been described as a 'family track'.

However, it is steep enough to deter the elderly, the less abled, and the very young from walking the current track, and uphill cyclists.

General Proposal for Tracks

FOTBR proposes that within the Forest of Tawa from the end of the Kiwi Crescent Right of Way to Spicer Forest Road, tracks should be limited to just three, to be used as follows:

1. A track for fit able walkers.
2. A track for the less able people such as those with disabilities, older people, or those with little children.
3. A downhill only track for cyclists.

Reasons and Track Use Description

1. The current track is used by fit able walkers to both ascend and descend the walkway.
2. Mountain bikers only use the track as a very fast-downhill descend into Kiwi Crescent, because in substantial parts it is too steep and narrow for uphill cycling.
3. Unless cyclists are separated from walkers, it's only a matter of time before a serious injury occurs. Older people who have encountered cyclists coming downhill towards report feeling uncomfortably and vulnerable. FOTBR is receiving increasing reports of near misses.
4. Residents also have vehicle right of way over the track entrance from Kiwi Crescent.

Note: FOTBR submits that walkers of all ages should be able to walk public tracks without fear of cyclists or resident's cars running them down.

Track Proposal One - Access down the Right of Way

FOTBR strongly requests that there be at least two separate access ways down the Right of Way from Kiwi Crescent to the entrance of the Forest of Tawa. This would require the widening of the existing road and:

1. A paved driveway for use by cyclists and residents' vehicles, south side of the entrance.
2. A paved separate walkers' path, on the north side of the right of way entrance.
3. Physical separation of the two access ways.

Track Proposal Two – Beyond the Right of Way Entrance

Beyond the Right of Way entrance, FOTBR proposes two separate tracks to connect to Spicer Forest Road, one for cyclists and one for walkers:

1. The existing forest track becomes part of two new tracks – the lower section incorporated into a downhill only track for cyclists, the upper section into a path for walkers.
2. Cyclists are catered for by a downhill only track comprised of a new track from Spicer Forest Road, eventually connecting to the existing forest track at or just above the farm gate. The track is downhill only because the steep parts of the existing forest track are too steep, narrow and long for uphill cycling, and where the grade lessens the track is preferred for walkers due to the panoramic views.
3. The new section of the downhill cycle track would be below the ridge and to the northwest of the existing forest track.
4. Walkers are catered for by a new separate meandering path from the right of way entrance, with low grades that allows easy uphill walking along and up the ridge to

the east of the existing forest track, eventually connecting to the existing forest track just above the farm gate, and thereby bypassing the current steep climb from the bottom.

5. Measures should be implemented on the tracks to ensure that walker and cyclist users are confined to their own track and separated for safety reasons, e.g. the inclusion of steps and biking barriers.

Track Proposal Three - A track for the less able people such as those with disabilities, older people, or those with little children

FOTBR proposes the establishment of a circular meandering walking track (called Puratoke Track (glow-worm track) close to Kiwi Crescent. Land where tracks can be constructed with very gently slopes (1-3 degrees) or gentle slopes (3-5 degrees) are constrained here to a narrow corridor beside the stream. Suggestions from people surveyed are that they would like this track to be circular.

Measurements and observations show a track would be possible as follows:

1. The Puratoke Track would start at the Kiwi Crescent entrance and follow the walkers track ascending for approximately 280 meters into the Forest of Tawa.
2. It would then turn north and east and gently descend, meander downward towards the stream at a lower level nearer to the stream, creating a second trackway back to the entrance. Thereby not directly repeating the inward walk but undertaking a “new” view and creating a 600 m (approx.) round trip over grades of 4 to 9 degrees.
3. The descending Puratoke Track must remain on the true right bank of the stream due to the lands steepness and to retain biological protection of the south facing terrain for the Puratoke.
4. If appropriate small bridges could maintain the grade and add interest.

Track Proposal Four - an arboretum and information signs

FOTBR proposes the establishment of a modest arboretum with appropriate signage and education information be established on the flattish land that occurs at approximately 260 to 280 metres up the track from the Kiwi Crescent entrance. This would be an informative and educational centre for all who visit this trackway. FOTBR is willing to advise and contribute to the development of these track proposals.

Opposition - The FOTBR Opposes any roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance

The draft OGBMP suggests that the area may have a roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance.

FOTBR opposes this suggestion because:

1. There is insufficient room to accommodate a roadway and tracks for walkers and cyclist.
2. Combining drivers, walkers, the less abled, and cyclist on a single road would create significant and unacceptable safety hazards.
3. There is already a public playground and park, the Larsen Crescent Reserve, only 220m from the Kiwi Crescent entrance.
4. A roadway, car park, and playground are inconsistent with the rationale for the purchase of the land, ‘to preserve its ecological, recreational and water management value’.

Please click on the link below to view the document

https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11601_QIRSPC_Outer_Green_Belt_Plan_submission.docx

First Name:

Ian

Last Name: *

Clarke

Organisation:

private

On behalf of:

Postal Address:

Suburb:

Wadestown

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

Improved tracks, toilets, water and mountain biking trails have all increased use of the Outer Green Belt to date, that will only increase with more appropriate infrastructure and planning

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☒ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Too little recognition of mountain biking in Sector 3 The spread of mountain bike track opportunities in Sector 4 is OK, however the time to build is long and the commitment seems low, compared to other track building. Sector 7 is not conclusive on planned work

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

There are enough options

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☒ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I like that farming is right up against the city. Until a clearly described alternative to grazing is feasible on these tops, grazing is the practical answer.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Ohariu Valley Road or Upper Stebbings Valley Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; Wrights Hill Brooklyn Wind Turbine

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. Sector 1 (Te Ngahere-o-Tawa/Redwood) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☒ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

Too little recognition of mountain biking

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☒ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☒ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☒ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes No Don't know

☒ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☒

Does the draft plan support use of this sector by a wide range of people?

☐ ☒ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ ☐ ☐

Do you agree with the actions for this sector?

☐ ☒ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

This is great terrain for mountain biking, the existing trails are barely mentioned in the Sector 7 report

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

No

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I support the submissions of the Wellington MTB Club, BTB and Western Suburbs Trail Alliance.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Gary

Last Name: *

Beecroft

Organisation:

Personal

On behalf of:

Postal Address:

Suburb:

Tawa

City:

Wellington

Country:

New Zealand

PostCode:

5028

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☐ Yes
- ☒ No
- ☐ Don't know

If not, why not?

I have made a written submission

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

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| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

I have made a written submission

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

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What do you think could be added?

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Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I have made a written submission

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Is there anything missing that would help?

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- People won't be afraid of cattle
- Fencing costs will be less

- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
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8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I have made a written submission

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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I have made a written submission

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

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the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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Please add here anything relevant to this sector that you think is not covered in the plan.

I have made a written submission

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| | Yes | No | Don't know |
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I have made a written submission

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| | Yes | No | Don't know |
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I have made a written submission

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I have made a written submission

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

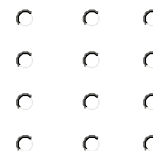
this particular area?

Does the draft plan support community partnership in this sector?

Does the draft plan support use of this sector by a wide range of people?

Will the plan ensure the natural environment continues to be protected and improved in this sector?

Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

I have made a written submission

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

I have made a written submission

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

I have made a written submission

Attached Documents

| File |
|---------------------------------------|
| 001 Submission to OGBMP Beecroft gbv2 |
| Outer Green Belt Management Plan 2019 |

| Tawa Park | | | | | | | | | | |
|-----------|-------|-----|-------------|----------------------|--------|----------------|------------------------|----------------|-----------------------|---------------------|
| | | | visiter | Survey | Dec. | 2018 to | February | 2019 | | |
| Date | | CHK | Time all pm | Larsen Crescent Park | Notes | Brasenose Park | Notes | Lyndhurst Park | Notes | Willow-bank Reserve |
| Dec. 18 | | | | | | | | | | |
| 22 | | | | 0 | | 0 | | 0 | | 0 |
| 23 | | | | 0 | | 0 | | | | |
| 24 | | | | 0 | | 0 | | | | |
| 25 | | chk | 3-3.30 | 0 | | 0 | | 3 | 1 parent 2 child U 10 | 3 |
| 26 | | chk | 3.10 - 3.45 | 0 | | 0 | | 0 | | 2 |
| 27 | | chk | 3.51 - 4.08 | 0 | | 0 | | 3 | 1 parent 2 child U 10 | 0 |
| 28 | | chk | 1.08 - 1.33 | 0 | 9-9.30 | 0 | | 0 | | 1 |
| 29 | | chk | 1. - 1.43 | 0 | | 0 | | 2 | parent child U 10 | |
| 30 | | chk | 2.44 - 3.17 | 0 | | 2 | Ad runners | 0 | | 0 |
| 31 | | chk | 2 - 2.4 | 0 | | 0 | | 0 | | 0 |
| Jan 19 | | | | | | | | | | |
| 1 | tues | chk | 3-3.40 | 0 | | 2 | 1 p 1 ch under 10 | 0 | | 7 |
| 2 | wed | chk | 3-3.40 | 0 | | 0 | | 0 | | 3 |
| 3 | thurs | chk | | 0 | | 0 | | 0 | | 1 |
| 4 | fri | chk | 4.19-4.34 | 0 | | 0 | | 0 | | 3 |
| 5 | sat | | | 0 | | 0 | | 0 | | 0 |
| 6 | sun | | 1.08 - 1.33 | 0 | | 0 | | 0 | | 2 |
| 7 | mon | | 1.08 - 1.33 | 0 | | 0 | | 0 | | 3 |
| 8 | tues | | 1.08 - 1.33 | 0 | | 0 | | 0 | | 1 |
| 9 | wed | | 1.08 - 1.33 | 0 | | 0 | | 0 | | 3 |
| 10 | thurs | | 1.08 - 1.33 | 0 | | 0 | | 0 | | 0 |
| 11 | fri | | 2.30-3.30 | 0 | | 6 | 1ad 2 ch U 10; 3 teens | 0 | | 2 |
| 12 | sat | | 1.08 - 1.33 | 0 | | 4 | children over 12 | 3 | 1 ad 2 ch | 3 |
| 13 | sun | | 1.08 - 1.33 | 0 | | 3 | 1ad+2 ch walkers | 2 | | 3 |
| 14 | mon | | 1.08 - 1.33 | 0 | | 4 | teens | 4 | ad 3 ch | 0 |
| 15 | tues | | 1.08 - 1.33 | 0 | | 0 | | 0 | | 0 |
| 16 | wed | | 1.08 - 1.33 | 0 | | 0 | | 0 | | 0 |
| 17 | thurs | | 1.08 - 1.33 | 0 | | 0 | | 0 | | 0 |
| 18 | fri | | 1.0 - 2.0 | 0 | | 0 | | 0 | | 0 |
| 19 | sat | | 2pm+4 pm. | 0 | | 4 | teens | 5 | | 6 |

| | | | | | | | | | | |
|------------------|------|-----|----------------|---|--|---|-----------|---|-----------------------|--|
| | | | 1.08 - 1.33 | 0 | | 2 | | 2 | | See other table for 20 jan- 28 Feb. |
| 20 | | | 1.08 - 1.33 | 0 | | 2 | | 0 | | |
| 21 | | | 1.08 - 1.33 | 0 | | 0 | | 2 | | |
| 22 | | | 1.08 - 1.33 | 0 | | 0 | | 0 | | |
| 23 | | | 1.08 - 1.33 | 0 | | 0 | | 0 | | |
| 24 | | | 1.08 - 1.33 | 0 | | 2 | | 0 | | |
| 25 | | | 1.08 - 1.33 | 0 | | 4 | | 0 | | |
| 26 | | | 1.08 - 1.33 | 0 | | | | 0 | | |
| 27 | mon | ck | 12-1 p.m | 0 | | 0 | | 0 | | |
| 28 | tues | ck | 1-2 p.m. | 0 | | 0 | | 0 | | |
| 29 | | | 2 - 2.4 | | | 2 | | 2 | | |
| 30 | | | 2 - 2.4 | | | 0 | | 5 | | |
| 31 | | | 2 - 2.4 | | | | | 0 | | |
| February 2019 | | | 2-3 pm. | 0 | | 0 | | 0 | | |
| 1 | Fri | chk | 5-6 p.m | 0 | | 0 | | 7 | 3 adults 4 ch U 10 | |
| 2 | Sat | chk | 2.30- 3.30 | | | 0 | | 3 | | |
| 3 | sun | chk | 2.30- 3.30 | 0 | | 2 | | 0 | | |
| 4 | | | 2.30- 3.30 | 0 | | 3 | | 0 | | |
| 5 | | | 2.30- 3.30 | 0 | | 0 | | 0 | | |
| 6 | | | 2.30- 3.30 | 0 | | 0 | | 0 | | |
| 7 | | | 2.30- 3.30 | 0 | | 0 | | 2 | | |
| 8 | | | 2.30- 3.30 | 0 | | 4 | 1 ad 3 ch | 3 | | |
| 9 F sat | | | 2.30- 3.30 | 0 | | 2 | adults | 5 | | |
| 10 | | | 3.10 - 3.45 | 0 | | 0 | | 0 | | |
| 11 | | | 3.10 - 3.45 | 0 | | 0 | | 0 | | |
| 12 | | | 3.10 - 3.45 | 0 | | 0 | | 0 | | |
| 13 | | | 3.10 - 3.45 | 0 | | 0 | | 0 | | |
| 14 | | | 3.10 - 3.45 | 0 | | 0 | | 2 | | |
| 15 | | | 3.10 - 3.45 | 0 | | 0 | | 2 | | |
| sat 16 | | | 3.10 - 3.45 | 0 | | 2 | 1 ad 1 ch | 3 | | |
| 17 | | | 3.10 - 3.45 | 0 | | 3 | 1 ad 2 ch | 2 | | |

| | | | | | |
|---------|----------------|---|---|-----------|---|
| 18 | 3.10 - 3.45 | 0 | 0 | 0 | |
| 19 | 3.10 - 3.45 | 0 | 0 | 0 | |
| 20 | 3.10 - 3.45 | 0 | 0 | 0 | |
| 21 | 3.10 - 3.45 | 0 | 0 | 0 | |
| 22 | 3.10 - 3.45 | 0 | 0 | 0 | |
| Sat. 23 | 3.10 - 3.45 | 0 | 5 | 2 ad 3 ch | 2 |
| 24 | 3.10 - 3.45 | 0 | 2 | adults | 4 |
| 25 | 3.10 - 3.45 | 0 | 0 | | 0 |
| 26 | 3.10 - 3.45 | 0 | 0 | | 0 |
| 27 | 3.10 - 3.45 | 0 | 0 | | 0 |
| | | | | | |
| 28 | 3.10 - 3.45 | 0 | 0 | | 0 |
| Mar-01 | 3.10 - 3.45 | 0 | 0 | | 0 |
| sat 2 | 3.10 - 3.45 | 0 | 1 | adults | 3 |
| 3 | 3.10 - 3.45 | 0 | 0 | | 2 |
| 4 | 3.10 - 3.45 | 0 | 2 | | 0 |
| 5 | 3.10 - 3.45 | 0 | 0 | | 0 |
| 6 | 3.10 - 3.45 | 0 | 0 | | 0 |
| 7 | 3.10 - 3.45 | 0 | 1 | adults | 0 |
| 8 | 3.10 - 3.45 | 0 | 0 | | 0 |
| sat. 9 | 3.10 - 3.45 | 0 | 0 | | 5 |
| 10 | 2 - 2.4 | 0 | 3 | 1 ad | 2 |
| 11 | 2 - 2.4 | 0 | 0 | | 0 |
| 12 | 2 - 2.4 | 0 | 1 | adults | 0 |
| 13 | 2 - 2.4 | 0 | 0 | | 0 |
| 14 | 2 - 2.4 | 0 | 0 | | 0 |
| 15 | 2 - 2.4 | 0 | 0 | | 0 |
| sat. 16 | 1.0 - 2.0 | 0 | 3 | f and ch | 3 |
| 17 | 1.0 - 2.0 | 0 | 1 | adult | 1 |
| 18 | 1.0 - 2.0 | 0 | 0 | | 0 |
| 19 | 1.0 - 2.0 | 0 | 0 | | 0 |
| 20 | 1.0 - 2.0 | 0 | 0 | | 0 |
| 21 | 1.0 - 2.0 | 0 | 0 | | 2 |

138

See other
table for
jan and
Feb.

| | | | | | |
|----------------|-----------|------|------|------|------|
| 22 | 1.0 - 2.0 | 0 | 0 | 3 | |
| sat. 23 | 1.0 - 2.0 | 0 | 2 | 6 | |
| People Totals | | 0 | 74 | 95 | 181 |
| days of Survey | | 97 | 97 | 95 | 72 |
| Average | | 0.00 | 0.76 | 1.00 | 2.51 |
| Car parks | | | | | |

| | | | | | |
|-----------------|--------------|---------------|------------------------|---------------------------------------|-----------------|
| Upper Larsen Cr | Lower Larsen | Kiwi crescent | total of this St. area | average car length in M used in calc. | Rugby Club area |
| 200 | 220 | 240 | 2 900 | 4.30 | 209 |

| Notes | Victory Park | Notes | Grassless Park Play | Notes | Grassless Park Picnic | Notes | Total | weather |
|---------------------------------------|--------------|-------------------------|---------------------|--------------------------|-----------------------|-------------------------|-------|-------------|
| | | | | | | | | |
| | 0 | | 0 | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 1 parent 2 child U 10 | 0 | | 6 | 2 Ad 4 ch U 10 | 4 | 4 ad | | |
| ad + dog | 0 | | 5 | 1 parent 4 child U 10 | 0 | | | |
| | 0 | | 10 | 6 ad M 4 ch under 10 | | | | |
| to train | 0 | | 7 | 3 ad 4 ch under 10 | 0 | | | |
| | 0 | | 4 | 2 ad 2 ch under 10 | 0 | No Pictures Cam at home | | |
| 2 Dog walker 2D on dog track 1 runner | 0 | | 15 | 4 ad 3 ch U10 - 8 bskbll | 0 | | | |
| | 0 | | 12 | 6 ad M 6 ch under 10 | 2 | no camera | | |
| | | | | | | | | |
| 4 ad 3 ch U 10 | 0 | | 70 | most child U 10 | 30 | most adults | | |
| 2 ad 1 ch u 10 | 0 | | 12 | 6 ad 6 ch u 10 | 0 | No Camera | | |
| adult | 0 | | 28 | 12 ad 15 ch 2 teens | 8 | ad picnicg | | |
| 2 ad 1 ch u 10 | 0 | | | | 0 | | | |
| | 0 | | | | 10 | | | |
| | 9 | 7 basketball 3 children | | | 6 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | warm sunny |
| | 3 | | | | 3 | | | warm sunny |
| | 2 | | | | 2 | | | warm sunny |
| | 0 | | | | 0 | | | warm sunny |
| | 0 | | | | 0 | | | wet drizzle |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 7 | | | | 3 | | | |

| | | | | | | | | |
|---|---|--|-----------------------|---|----|-----------------------|--|-----------------------|
| See other table for 20 jan- 28 Feb. | 2 | | | | 6 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 0 | | | |
| | 0 | | | | 4 | | | |
| | 0 | | | | 3 | | | |
| | 0 | | 34 | 10 ad + 24 ch U 10 | 0 | | | hot sunny |
| | 0 | | 39 | 12 ad + 27 ch U 10 | 0 | | | hot sunny |
| | 2 | | | | NR | | | |
| | 1 | | | | NR | | | |
| | 2 | | | | NR | | | |
| | 0 | | 18 | 8 ad + 10 ch U 10 | 0 | | | Hot sun + cloud |
| | 9 | 2 ad+2ch U 5 - 3 BaskBlI 2 sitters | 19 | 7ad+7u10- 4 bskblI - 1 wlker | 5 | | | sunny warm evening |
| | 0 | | 28 | 12ad+9chU10- 5 ad bikers-5ad- resting | 7 | | | |
| | 0 | | No further Records | No further Records | | No further Records | | |
| | 2 | | | | | | | |
| | 1 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 3 | | | | | | | |
| | 2 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |

0

0

No further
Records

See other table
for jan and
Feb.

No Futher
records

| | | | |
|------|------|------|------|
| 45 | 307 | 93 | 400 |
| 58 | 46 | 46 | 46 |
| 0.78 | 6.67 | 2.02 | 8.70 |

| Date | | Time | Adults | Children | Total |
|------------|-----------|------|--------|----------|-------|
| 20/01/2019 | Sunday | 1220 | 1 | 2 | 3 |
| | | 1540 | 0 | 0 | 0 |
| | | 1755 | 4 | 9 | 13 |
| 21/01/2019 | Monday | 1105 | 0 | 0 | 0 |
| | | 1335 | 0 | 0 | 0 |
| | | 1745 | 0 | 0 | 0 |
| 22/01/2019 | Tuesday | 1035 | 0 | 0 | 0 |
| | | 1515 | 0 | 0 | 0 |
| | | 1820 | 2 | 2 | 4 |
| 23/01/2019 | Wednesday | 1425 | 0 | 0 | 0 |
| | | 1715 | 1 | 1 | 2 |
| 24/01/2019 | Thursday | 1210 | 1 | 2 | 3 |
| | | 1415 | 0 | 0 | 0 |
| | | 1655 | 0 | 0 | 0 |
| 25/01/2019 | Friday | 1015 | 0 | 0 | 0 |
| | | 1310 | 0 | 0 | 0 |
| | | 1455 | 0 | 0 | 0 |
| | | 1735 | 0 | 0 | 0 |
| 26/01/2019 | Saturday | 1425 | 0 | 0 | 0 |
| | | 1640 | 2 | 2 | 4 |
| 27/01/2019 | Sunday | 1220 | 0 | 0 | 0 |
| | | 1520 | 1 | 1 | 2 |
| | | 1635 | 3 | 5 | 8 |
| 28/01/2019 | Monday | 1335 | 0 | 2 | 2 |
| | | 1435 | 1 | 2 | 3 |
| | | 1855 | 0 | 0 | 0 |
| 29/01/2019 | Tuesday | 1130 | 0 | 0 | 0 |
| | | 1305 | 0 | 0 | 0 |
| | | 1535 | 0 | 8 | 8 |
| 30/01/2019 | Wednesday | 1410 | 0 | 0 | 0 |
| | | 1735 | 0 | 0 | 0 |
| 31/01/2019 | Thursday | 1215 | 0 | 0 | 0 |
| | | 1355 | 0 | 0 | 0 |
| 1/02/2019 | Friday | 1105 | 0 | 0 | 0 |
| | | 1420 | 0 | 0 | 0 |
| | | 1715 | 0 | 0 | 0 |
| 2/02/2019 | Saturday | 1150 | 1 | 2 | 3 |
| | | 1505 | 1 | 1 | 2 |
| | | 1840 | 2 | 2 | 4 |
| | | 1745 | 0 | 0 | 0 |
| 3/02/2019 | Sunday | 1225 | 0 | 0 | 0 |
| | | 1550 | 1 | 1 | 2 |
| | | 1725 | 2 | 2 | 4 |
| 4/02/2019 | Monday | 1100 | 0 | 0 | 0 |
| | | 1425 | 0 | 0 | 0 |
| 5/02/2019 | Tuesday | 1300 | 0 | 0 | 0 |
| | | 1625 | 0 | 0 | 0 |

| | | | | | |
|------------|-----------|------|---|---|---|
| 6/02/2019 | Wednesday | 1510 | 0 | 3 | 3 |
| | | 1715 | 0 | 0 | 0 |
| 7/02/2019 | Thursday | 1250 | 0 | 0 | 0 |
| | | 1420 | 0 | 0 | 0 |
| | | 1545 | 0 | 5 | 5 |
| 8/02/2019 | Friday | 1150 | 0 | 0 | 0 |
| | | 1420 | 0 | 0 | 0 |
| | | 1655 | 0 | 2 | 2 |
| 9/02/2019 | Saturday | 1205 | 1 | 2 | 3 |
| | | 1410 | 0 | 0 | 0 |
| | | 1715 | 2 | 4 | 6 |
| 10/02/2019 | Sunday | 1230 | 0 | 0 | 0 |
| | | 1440 | 2 | 3 | 5 |
| | | 1650 | 0 | 0 | 0 |
| 11/02/2019 | Monday | 1415 | 0 | 0 | 0 |
| | | 1700 | 0 | 0 | 0 |
| 12/02/2019 | Tuesday | 1235 | 0 | 0 | 0 |
| | | 1450 | 0 | 0 | 0 |
| | | 1705 | 0 | 2 | 2 |
| 13/02/2019 | Wednesday | 1155 | 0 | 0 | 0 |
| | | 1315 | 1 | 3 | 4 |
| | | 1645 | 0 | 0 | 0 |
| 14/02/2019 | Thursday | 1245 | 0 | 0 | 0 |
| | | 1425 | 0 | 0 | 0 |
| | | 1640 | 0 | 0 | 0 |
| 15/02/2019 | Friday | 1225 | 0 | 0 | 0 |
| | | 1450 | 0 | 0 | 0 |
| | | 1725 | 0 | 0 | 0 |
| 16/02/2019 | Saturday | 1325 | 2 | 2 | 4 |
| | | 1655 | 0 | 0 | 0 |
| | | 1750 | 0 | 0 | 0 |
| 17/02/2019 | Sunday | 1130 | 1 | 1 | 2 |
| | | 1520 | 1 | 1 | 2 |
| | | 1725 | 0 | 0 | 0 |
| 18/02/2019 | Monday | 1235 | 0 | 0 | 0 |
| | | 1515 | 0 | 0 | 0 |
| 19/02/2019 | Tuesday | 1350 | 0 | 0 | 0 |
| | | 1735 | 1 | 2 | 3 |
| 20/02/2019 | Wednesday | 1225 | 0 | 0 | 0 |
| | | 1610 | 0 | 4 | 4 |
| | | 1745 | 0 | 0 | 0 |
| 21/02/2019 | Thursday | 1405 | 0 | 0 | 0 |
| | | 1625 | 2 | 3 | 5 |
| 22/02/2019 | Friday | 1240 | 0 | 0 | 0 |
| | | 1445 | 0 | 0 | 0 |
| | | 1755 | 0 | 0 | 0 |
| 23/02/2019 | Saturday | 1155 | 1 | 1 | 2 |
| | | 1455 | 2 | 3 | 5 |
| | | 1740 | 0 | 0 | 0 |
| 24/02/2019 | Sunday | 1215 | 1 | 2 | 3 |

| | | | | | | | |
|------------|-----------|--------|---------------|----|----------|-----------------|---|
| | | 1425 | 2 | 2 | 4 | | |
| | | 1555 | 1 | 2 | 3 | | |
| | | 1715 | 0 | 0 | 0 | | |
| 25/02/2019 | Monday | 1400 | 0 | 0 | 0 | | |
| | | 1605 | 0 | 0 | 0 | | |
| 26/02/2019 | Tuesday | 1245 | 0 | 0 | 0 | | |
| | | 1515 | 0 | 0 | 0 | | |
| 27/02/2019 | Wednesday | 1310 | 0 | 0 | 0 | | |
| | | 1535 | 0 | 0 | 0 | | |
| 28/02/2019 | Thursday | 1210 | 0 | 0 | 0 | | |
| | | 1555 | 0 | 4 | 4 | | |
| | | 1650 | 0 | 0 | 0 | | |
| | | | 43 | 95 | 138 | 0 | 0 |
| | | | | | 106 | | |
| | | | | | 1.301887 | people per time | |
| Notes | Days | visits | times | | 138 | | |
| | | 40 | 106 2,3, & 4. | | 40 | | |
| | | | | | 3.45 | people per day | |

0

Appendix 3 Photos of the May 2015 flooding

Debris around Kiwi Crescent Grill



Over flow water flowing into Kiwi Crescent



Neighbours down stream of Kiwi Crescent grill



Lyndhurst Road Below the Rugby Club





Lyndhurst Road Housing



The rugby club





The Lyndhurst park grill blocked and stream overflowing





Flood Level



Please click on the link below to view the document

[https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11603_JS7EWU_001_Submission to OGBMP Beecroft_gbv2.docx](https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11603_JS7EWU_001_Submission_to_OGBMP_Beecroft_gbv2.docx)

First Name:

Peter

Last Name: *

Colvin

Organisation:

Team RTD

On behalf of:

Postal Address:

Suburb:

Newlands

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
- ☐ No
- ☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

Due to the increase in the types of bikes (E Bikes) and the ability of less fit riders to access further and higher into areas of the green belt existing bike trials need their designation changed to allow these bike types and riders so they can get to the top and outer edges of the green belt.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

☒ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

As long as these loop trails are evenly spread for Mountain bikes and other users.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

There are a number of trails that have a number of new timber steps added to help with the steep gradient. These areas of steps also need a looping wider trail in parts to help riders and other wheeled users to access this area of the green belt

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

The farmer should have the responsibility to control his stock

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; Ohariu Valley Road or Upper Stebbings Valley. Brooklyn wind turbine; Wrights Hill

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know
-

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Work with PCC to extend the Mountain bike park trails into this area of Pine trees

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Open all the trails to E Bikes

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind

turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

As a new Business owner in the Adventure Activity sector, I am looking at ways to promote my business as well as Wellington as a Cycling Destination. After traveling extensively overseas over the last 8 years riding my bike and sampling what other countries are doing and what they have to offer, i can tell you that our Outer Green Belt and its proximity to the city is as good or better than any where else. I have chosen to start my business here and have done this based on the areas that WCC have to offer and the people who live here that are so passionate about our great city. With the advent of E bikes and what they offer the average person in terms of increased accessibility to the Outer green belt and the spin off from that, of increased tourists nights. This flow down effect will have a major boost to our other business and the City as a whole. Please make sure that you include E bikes in your plan as they are the new standard that will increase the usage of the outer green belt. Kind regards Peter Colvin Team RTD Wellington MTB shuttles E Bike Adventures

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Jan

Last Name: *

Voss

Organisation:

Central Allbreeds Dog Training School

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

Glenside

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
- ☐ No
- ☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

The vision is sound and reflects a change in public attitude over the past few decades towards more value in ecological corridors, protecting of streams and waterways and removal of pest species from natural areas. It is good the Council shows recognition of a need for larger and less tightly maintained open space being held for safekeeping as urban growth of the City continues to expand the outer suburbs.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

While the size looks good on paper there are clearly some major gaps and a significant narrowing of the areas along the main ridgeline - in particular along the Northern Suburbs corridor around

OhariuValley, Churton Park and above Glenside. Also not enough recognition is being given to the 40% households with dogs - while horse riding, mountain biking and other recreational users seem to be clearly identified and and planned to be allocated seperated spaces, or specific tracks, there are no spaces being highlighted for dog exercise of a walking nature. Small parks and high usage trails are recognised as being more appropriate for onlead activities in this day and age, but as depicted the Outer Green Belt - especially on the ridges where open space and less ecologically significant forest remnants occur, should also be an area allowing offleash walking by responsible dog owners.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). Click here for maps showing the proposed track networks.

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|----------------------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 3 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Sector 2 under-represented in plans for tracks and recreational access. The vision in Sector 1 of a wide physical and visual barrier is only functioning in some secotrs

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Clarity of signage - in particular with street sign directional arrows to assist in finding starting points

for walks and tracks. There is little or no signage back from the northern entranceways to old coach road for example. It has a good entranceway at the very end of McClintock Street, but finding the way to this point is difficult and not intuitive - even when following Google Maps

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

We strongly support the move to taking out grazing on reserve areas - This will open the space up for more recreational use without potential conflict between dogs and stock. It has already been shown to be successful in other districts - such as Whitireia park in Porirua where grazing was removed some 10 years ago? Open grass areas are rapidly reverting to a more natural state with a wide variety of grass species strengthening the soils, improving drainage and reducing erosion with a very thick ground cover from which natives can emerge over time

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Brooklyn wind turbine - strong visitor presence from tourism here Option A in Sector 1 - end of Ohariu Valley Road - entry point for a wider number of track types and users and increasing number of 'bush toilet' efforts being found in Polehill reserve so need is clear Option B in sector 2 at end of McClintoch Street as proximity to Dog exercise area as well as other users and major start point for Old Coach Road

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|----------------------------------|
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13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Include tracks with recreational dog-walking in mind that are not shared with potentially conflicting users such as mountain bikers. Incorporate open spaces of sufficient size that allow for offlead exercise but do not need to be contained by fencing as in the smaller more urban Dog Parks recently planned. Ensure rubbish bins are an essential part of infrastructure planning to reduce littering and encourage better care of each space Increase access along Ohariu Valley and Upper

Stepping Corridor.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Last Name: *

Nicola

McFaull

Organisation:

Onslow Residents Community Association

On behalf of:

Postal Address:

Suburb:

Khandalalh

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☐ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
☐ No
☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☐ Yes

☐ No

☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas (‘Sectors’). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| WCC Green Belt Submission ESR |
| Outer Green Belt Management Plan 2019 |

ONSLOW RESIDENTS' COMMUNITY ASSOCIATION

8 March 2019



Submission on the Proposed Outer Green Belt Management Plan

Onslow Residents' Community Association (ORCA) represents the interests of residents in Khandallah, Broadmeadows and Kaiwharawhara. We understand the need for the Wellington City Council to provide a plan that retains and protects the outer green belt that makes up Wellington's open spaces so that residents and visitors can use and enjoy its natural features.

We would like to express our support for the Wellington City Council Outer Green Belt Management Plan in particular the new initiative expressed under *Recreation: Track Network (6.3.3.5 4b)*.

We notice the action dates are set as 3-5 years but we would like to see some parts of this initiative brought forward, especially the section from Bells track, northward to the Northern Walkway. We fully support the proposal for the development of this section of Bells track that was initially proposed by members of the Ngaio-Crofton Downs Residents Association and which ORCA supported in its submission of 1 June 2018.

We also would like to reiterate how important we think that Mount Kaukau is to our community and the whole of Wellington. We would be against any changes to the plan that would lessen the environmental and community values of Kaukau. Any new amenities would need to add to the Kaukau experience not detract from it. We

support no bikes on the Kaukau walking trails and we would be concerned if recreational four-wheel drive vehicles were allowed up there. Although many people are a little wary of doing anything too drastic, we are very supportive of improved facilities at the main entrances of the park and on the summit.

We would also be very supportive of using the old custodian house as a place for the community to learn to be environmentally sustainable – make this a centre of learning as we all strive to curtail carbon and become more aware of how we can protect our environment, and the flora and fauna in our lovely park. (Think of Otari and so something similar).

We are also very supportive of the \$1 million upgrade to Khandallah Park and Pool. We think this is a very important community amenity and we would like to make sure that investment remains focused on this wonderful park and pool which is very well used by not just the Khandallah community but by residents from far and wide.

We would also like to point out the issue of dogs not being on leads. This is a major safety issue and we know of instances when dogs have killed other wildlife and domestic animals in the area. We think enforcement of this needs to step up or at least education as to why keeping dogs on leashes in public places is so important,

Thank you for the opportunity to contribute our views.

Yours sincerely

Nicola McFaul

President

Onslow Residents Community Association

Please click on the link below to view the document

https://submissions.wellington.govt.nz:443/Consult24Office/Docs/PID_95/95_11606_TVW964_WCC_Green_Belt_Submission_ESR.docx

First Name:

Last Name: *

Robert

Davies

Organisation:

On behalf of:

Postal Address:

Suburb:

Wilton

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Somewhere, we need something on connections to other reserve areas. I am thinking particularly of the Kaiwharawhara valley and possibly Te Ahu Mairangi and the inner town belt. These are definitely not part of the outer town belt but you need connections both for people and for wildlife.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
☐ No
☒ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I haven't been through this in detail. I accept that there will be some bits that as an older person I won't be able to get to, and that is fine as long as there is information of the difficulty of the tracks.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

For me, steepness is not usually a problem if the path is not slippery or too uneven. Hand rails are becoming essential, especially on steps. Try to get some good access points for walkers or bus users.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural

- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Do a mixture of approaches. Beware of the fire risk of long dry grass or gorse. It would be good to have places where the dog can be off-lead. Don't see that we have to maintain the existing character - letting the bush grow would seem a good idea provided there are some lookout points.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|-----------------------|----------------------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Don't know. I think I am more interested in good access from public transport, even if it involves a walk. Could do with something on Johnson's hill in Karori. The sector 1 and 2 entrances are probably the most important.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. [Sector 1 \(Te Ngahere-o-Tawa/Redwood\)](#) is the northernmost part of the Outer Green Belt, extending from

the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

We have usually had difficulty following what tracks there are and not getting into tracks that are too steep for us. We start at Takapu station, try to find the track up near the ridge line and head north. Come out around Tawa. Haven't been there recently.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Have walked along there. Access is difficult if you don't use a car. The connection to the Old Coach Road needs to be sorted out. Would like a good way there from Johnsonville station.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Have been along this many times; might be getting a bit tough now. Here and elsewhere try to keep bikes and walkers separate where possible.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

This is the most important bit for me. The plan basically looks good. We need to keep bikes and walkers of separate paths particularly in the part above Karori and the tracks along the ridge and up from Karori park could be improved but don't make them 'motorways'.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

Much of this is rather wild and I hope this character can be maintained.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

It is one of the things that makes Wellington Great. Need good access to selected parts by public transport. Make sure some parts are accessible to the elderly and less able but keep other parts wild.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Jan

Last Name: *

Voss

Organisation:

A.C.E Dog Training Ltd

On behalf of:

Postal Address:

Suburb:

Glenside

City:

Wellington

Country:

New Zealand

PostCode:

6037

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☒ Yes
☐ No
☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☒ Yes
☐ No
☐ Don't know

What do you think could be added?

Not enough recognition is given to the needs for dog owners and recreational dog walking in the plan. Dog owning households make up a significant proportion of ratepayers but are not represented by a specific spokes group at this time. The opening of larger spaces is likely to also attract commercial interest from dogs walking companies and it would be wise of the City Council to prepare and address these while developing the strategy plan for the Outer Green Belt rather than waiting until issues or conflicts arise.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?
- ☒ Yes
 - ☐ No
 - ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 1 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

More connections and access around Carey's Gully once Southern Landfill is decommissioned

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

More bins and rubbish collection points Better signage to find entry points - at street corners back from cul-de-sacs

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☒ Yes
- ☐ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

This has shown to be successful and enriches the environment. Cattle in particular have a marked negative impact on waterways. Removing stock opens the space to a far wider range of recreational users

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
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| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables

people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

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12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
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19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Russell

Last Name: *

Pierce

Organisation:

Otari Farm Partnership

On behalf of:

Postal Address:

Suburb:

Karori

City:

Wellington

Country:

New Zealand

PostCode:

6012

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

That the Corporation of the City pays for its acquisitions in the same way as every other Corporation has to.
That is with the guiding principle of willing seller willing buyer.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

- ☐ Yes
- ☒ No
- ☐ Don't know

If not, why not?

Claiming other peoples assets without negotiation.

2. Looking at the [Summary Document](#) section 'What is the Outer Green Belt?' or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|----------------------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|----------------------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Why/why not?

Because of an active policy of expropriation by proclamation.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☒ No
- ☐ Don't know

What do you think could be added?

Live up to the rhetoric.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan - starts page 52). Do you agree that this should be the main priority?

☐ Yes
☒ No
☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
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| Sector 1 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
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| Sector 6 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Do it by paying for it.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Consultation with landowners.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

- Pros
- Tracks won't get damaged by cattle in winter
 - People won't be afraid of cattle
 - Fencing costs will be less

- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

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Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
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☐ Don't know
-

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Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

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☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

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Yes No Don't know

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ ☐ ☐

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☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Yes No Don't know

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ ☐ ☐

Does the draft plan support community partnership in this sector?

☐ ☐ ☐

Does the draft plan support use of this sector by a wide range of people?

☐ ☐ ☐

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☐

Do you agree with the actions for this sector?

☐ ☐ ☐

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Yes No Don't know

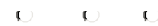
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☐ ☐ ☐

Does the draft plan support community partnership in this sector?

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Does the draft plan support use of this sector by a wide range of people?



Will the plan ensure the natural environment continues to be protected and improved in this sector?



Do you agree with the actions for this sector?



Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

Shona McCahon

From: Rebecca Wilson [REDACTED]
Sent: Wednesday, 30 January 2019 4:04 PM
To: BUS: Outer Green Belt Management Plan
Subject: Management Plan for Outer Green Belt

Hi,

Many thanks for asking for ideas and opinions regarding the development of the OGB.

I was pleased to read of the plans for these areas for recreation and improved access and linkages.

I would like to request that the use of these areas should, wherever possible, be available for dog walkers (OFF the leash and under control) and horse riders. I accept sectors 4,5 and 6 are not appropriate for this. The areas for these activities are limited and it is worrying how much of the wilder parts of the city are denied to these users.

Slightly off-topic - but I am also concerned that the focus on reintroduction of Kiwi to the city (which I wholeheartedly support!) may further limit free exercise areas for dogs in Wellington. I hope there can be some way of reducing casualties and maintaining access for those with controllable dogs. Perhaps there needs to be a test of some kind (recall, stockproof behaviour etc) to get special access to some areas?

Thank-you for the opportunity to give feedback and ideas.

Regards,

Rebecca Wilson

EARTHWORK LANDSCAPE ARCHITECTS,
2 Estuary Street,
Makara Beach,
RD2 Karori,
WELLINGTON

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

First Name:

Last Name: *

Rosemary (known as Sally)

Gray

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Preferred method of contact

☒ Email

☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes

☐ No

☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|-----------------------|-----------------------|-----------------------|
| The Guiding Principles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☐ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|----------------------------------|-----------------------|-----------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

Johnston Hill / Karori

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Leave the tracks that involve a steep climb! Steep tracks are natural to our environment; are healthy; sometimes require us to go slowly - therefore appreciating natural history and beautiful views. Steep tracks are already accessed by a wide range of people. There is already vehicle access available to various points of the ridgelines, enabling people to avoid a steep climb.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☒ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Phase out cattle and leave sheep. Sheep cannot frighten people / cause damage. Sheep cause far less environmental damage than cattle. Maintain the 'rural' look with sheep.

9. The draft plan proposes that that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|-----------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
- ☐ No
- ☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. Sector 1 (Te Ngahere-o-Tawa/Redwood) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ ☐ ☒

Do you agree with the actions for this sector?

☐ ☐ ☒

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Do you agree with the actions for this sector?

Yes No Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
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Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

Recreation and Access: 6.4.3.5, Mountain biking tracks above Karori Cemetery.

I believe that mountain bikers are already very well served by Makara Peak Mountain Bike Park. The tracks in this area, Johnston Hill and above Karori Cemetery, are widely used by walkers. Grade 5 (fast) downhill tracks would have a very negative impact on the nature of the area which is currently a safe, peaceful, tranquil environment, haven to many NZ bird species. I am strongly in favour of preserving walking-only tracks in this area.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

First Name:

Andrea

Last Name: *

Holmes

Organisation:

On behalf of:

Postal Address:

Type in your address: Eg. 100 Queen St, 1 Willis St

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|-----------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|----------------------------------|----------------------------------|-----------------------|
| is Wellington's wild green connector | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| visibly defines the edge of the city | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| invites people to escape and explore | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Why/why not?

While encouraging access to the Outer Green Belt is good, please also be aware that we need to protect the 'wilder' parts. Access all areas means that people and animals seeking quieter and calmer space have limited options.

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☒ Don't know

What do you think could be added?

I was unable to find 3.6 & 3.7 in your draft document.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

I can only speak to access in Karori & Wilton. There are multiple entrances that are well signposted for all tracks in our area.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

Accessibility is currently OK. Some stiles are here to cross farmland. These make it difficult (I imagine) for some walkers. However, Wellington has wonderful places for folk with limited mobility. Botanical gardens, Otari Bush and our waterfront provide diverse and easy walking areas.

Many users of the Outer green Belt delight in the challenges posed by the ridgeline paths.

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
☐ No
☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

I support the plan in protecting native bush but I've never had a problem with grazing animals. Many are grazed around Johnston Hill and I'd prefer this more natural method of keeping grass down.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|-----------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Sadly, I have found that public bathrooms have become a great focus for Freedom Camping and not recreation users. Current supply/access seems adequate.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☐ Yes
☒ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from

the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
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| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
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| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
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| | Yes | No | Don't know |
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| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

The ridgeline is wonderful as is. Whilst the gorse is thick, the paths are clearly defined. I wouldn't want the paths to change too much as it is a lovely and challenging path.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the

Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|----------------------------------|----------------------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

I acknowledge that there are people using trails in this sector for mountain biking currently and that they're doing this without permission. The tracks are being eroded and soil dispersed. I do not want mountain bikes on Johnston Hill. I feel that mountain bikers are well served in our suburb. We've walked in in Johnston Hill for 18 years with children and dogs. It's used by elderly neighbours for walks and is a peaceful & safe place to walk, Scouts use the pine trees as a base for their 'bivvie' construction.

15. **Sector 5 is Makara Peak.** This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

16. **Sector 6 (Wrights Hill/Zealandia)** extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|----------------------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the **proposed reserve classifications in the draft plan**? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

(Referring back to Q,10) I support any plan that keeps Wgtn's wild places wild.

To encourage greater fitness and use of the Outer Green Belt I urge the WCC to look at making space for a Wellington Parkrun. A 5-km loop would be wonderful. Bothamley Park in Porirua is perfect but a long drive for Wellingtonians.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

Tēnā koe,

Thank you for the chance to make a submission on the Outer Green Belt Management Plan.

I want to give my support to more discussion of climate change management in the plan.

As is clear from last year's Intergovernmental Panel on Climate Change report, we need urgent action on climate change. It is so crucial that we use all of our resources in the city to reduce the impacts of climate change and reduce our carbon emissions.

There is some mention of climate change in the Plan, including that the Outer Green Belt holds 89% of all of Wellington's permanent forest carbon sinks and that over the last 15 years 82,000 native plants have been planted.

My submission to the Wellington City Council is to please include more commitment in this Plan to showing our city's leadership when it comes to action on climate change.

I recommend that the plan makes some strong commitments to planting more trees and including more land as registered as carbon storage forests.

Ngā mihi nui,

Kena Duignan



Shona McCahon

From: BUS: Outer Green Belt Management Plan
Subject: FW: FIRE HAZARDS, WELLINGTON CITY.
Importance: High

From: Roger Conway [REDACTED]
Sent: Friday, 8 February 2019 10:37 AM
To: Councillor Andy Foster; Justin Lester
Cc: Marijke Conway
Subject: FIRE HAZARDS, WELLINGTON CITY.
Importance: High

Dear Sirs,

As an opener, I reported to Matai 4 Feb., early, at Council phone no. that the **No Fireworks Permitted** sign in the Wrights Hill Reserve, well positioned beside the Top carpark(overlooking Zealandia) had been inexcusably **removed**. -It had been anchored on a strong post. I was to be advised Council's response to this.

Myself(and wife) are particularly concerned being a 41 year Lynmouth Ave. resident, foundation Zealandia(fence post owner) member and foundation Makara peak Mountain Bike Park supporter. We are regular users of the public trail to include around Zealandia, to include Hawkin's Hill. (Previous carpark bonfire episode stopped).

As Councillor Andy well knows I am particularly concerned about damage to the restrictive covenanted **fine** natural Bush area stretching from Parklands Drive widening to join Burrows Reserve(significant) **above** Lynmouth, joining up to the Wrights Hill Reserve. The significant rear of our property was voluntary natural Bush covenanted. Andy very kindly helped me to get a letter from Council to an Indian immigrant who arrived mid 2018 who wanted to seriously damage the Council protected hillside Trees by driving a fence through it(claiming he was a secret operation).

I have been meaning to write to Mayor Justin for some time to remind him how beautiful the natural Bush area now is coming down the public trail from Wrights Hill to the Paparata St., Burrows Ave., Lynmouth Ave. entrances from Karori to this trail. Much appreciated and popular. The wonderful native bird life from Zealandia following Jim Lynch's halo principle, **completes the picture**. ...All that is mentioned so far is a massive improvement to the gorse of 40 years ago. A very important point I must make, -regrowth at these hilltops has been very slow, much slower than at warm "sea level". Thus these native vegetated hilltops above Wellington city are now highly valuable.

I warn you that climate change is heralding **danger**. USA, Australia and our Nelson region alone are terrible examples. Summer is changing to very dry periods. The repeated forecasts are that it will get worse. We **cannot** have Fire ravaging through our natural native greenery after **40 years** of regeneration. If it starts in West Karori fanned by **prevailing** North Westerly strong winds it could wreck the Burrows Reserve feature and even Wrights Hill, damaging therefore Zealandia.

We prefer to see fireworks transferred to Council displays only. There should be no more fireworks held in public hands as the now dangerous **aerial** ones are for example shown and heard even close to the Karori hilltops as late as January(left overs). Guy Fawkes celebration Nov. 5 is outdated. The Council fireworks display **transferred to Matariki** -damper time, strongly supported. (If now dangerous fireworks are permitted to be sold to the public for a few days prior to Matariki, there needs to be a No Fireworks sign under the Lynmouth Ave. road sign, also Landsdowne Tce. road sign and replicated in other Bush abutting danger spots around Karori.) Asian, Indian immigrants demonstrate little care.

This is an urgent OGB submission prior to March 2019.

What has happened to the **No Fireworks Permitted** sign in paragraph 1 above?

...There should be a No Fireworks Permitted sign at the **entrances** to the Wrights Hill Reserve as well.

Sincerely

Roger Conway

pp. R. and M. Conway

Lynmouth Avenue, Karori

P.S. From a KEA now KAKA submission to Councillor Andy 9 August 2018. Mayor Justin should be interested in support for native birdlife and fauna. As follows;

3. Stop wind enhanced fires. Aerial fireworks control. Step 1 Transfer fireworks use from Nov. 5 to Matariki, damp winter time. Step 2 Sign under Lynmouth Ave. sign, No Aerial Fireworks. Replicate in other Bush danger spots in Karori. No Fireworks sign achieved at Wright's Hill. (Problem with immigrants).

4. Tree/ plant location education. To feed Native bird life. Also beautification.

5. Pet management education. Cats not let outside at night(pass through our access property). Above the length of Lynmouth Ave and in the Bush covenanted zone excellent for Kiwi reintroduction, giant Weta, lizards, and bring back the beautiful green Gecko **previously** here.

Shona McCahon

From: BUS: Outer Green Belt Management Plan
Subject: FW: Submission on outer green belt.

From: Chris Ward [REDACTED]
Sent: Friday, 1 March 2019 3:20 PM
To: BUS: Outer Green Belt Management Plan
Cc: Leasa Carlyon; Susan Wallis
Subject: Submission on outer green belt.

Hi Bec Thank you for your presentation and outline of the Draft Outer Green Belt Management Plan at the Regional Trails meeting recently.

Wellington is indeed fortunate to have a council owned greenbelt, which is being developed to retain and improve the natural environment and to maximise recreational opportunities. Those living in Auckland for instance can only look on enviously.

On behalf of the Walking Access Commission I make the following points:

1. Linkages and loops are popular with walkers and bikers and should always be a priority with tracks.
2. A linkage over private property between Porirua and Wellington – Sector 1 and 2 would be great and demonstrate the value of councils working together, which Wellington Regional Trails is obviously keen on as we are also. In this regard the Walking Access Commission is happy to assist with negotiations with landowners.
3. Special consideration of opportunities to include dogs needs to be included. I find many people exercise with their dogs – both benefitting at the same time.
4. Council should not become overly concerned with track standards. Access is way more important than track standards and standards can improve over time often by volunteers.
5. We agree with the “Encourage and support community partnerships” bit. There are many community walking groups and groups such as the Brooklyn Trail Builders and the Polhill Trail builders who just love a day out improving track standards and under WCC supervision creating new tracks. Use of these volunteers frees up funds for signage for instance.
6. Signage is always encouraging, and gives all sectors of the community confidence about knowing where they are and how to exit. To be encouraged.
7. Bus or other public transport options to walk to connect with all and parts of the Outer Green Belt needs to be available via the WCC website – easily found on the website. It is amazing how many people go off walking for the day clutching their gold cards.

Thank you for the opportunity to think on this and make the above submission.

CHRIS WARD
 Regional Field Adviser Wellington Region
New Zealand Walking Access Commission | Ara Hīkoi Aotearoa

Promoting access in the outdoors



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Submission to the Draft Outer Green Belt Management Plan 2019

20th March 2019

1.0 Introduction

I agree with many aspects of the Draft Outer Green Belt Management Plan 2019 (the 'plan') and applaud the hard work and good intentions of those who have worked so hard to date. In particular I agree with the aspiration to protect the local biota, provide improved access for more people to public lands and to replant many areas of the Outer Green Belt (the 'belt'). However, I ***strongly object to the outright prohibition of responsible trail bike use on public land*** in the Outer Green Belt and in particular to Management Sector 7- Te Kopuhou ('Red Rocks'). The plan failed to make critical distinctions in its definition and attitude towards responsible trail bike riding and has failed to provide clear evidence to support its proposed prohibition.

2.0 Who am I?

I am a born and bred local Wellingtonian who lives in the southern suburbs. As a recreationist, I ride trail bikes responsibly and have for a long time now enjoyed riding the trails at Red Rocks privately as well as participating publicly in organized fundraiser rides on other areas of the Outer Green Belt. Red Rocks is a convenient 7 minute drive from my house and many of the organized fundraiser rides are within 15 minutes of my home. The only other legal riding location on public land that I am aware of is more than an hour away (55km each-way), in the Akatarawa Forest Park. When riding, my friends and I have always abided by a code of respect that ensures we maintain a respectful and responsible relationship with the environment and those with whom we share the parks. We attend organized beach clean-ups regularly as well as being involved in native replanting projects on public lands. I love our south coast and our rugged western hills and have always enjoyed accessing our lands to engage with nature. For me, the wild south coast around Red Rocks and further to Cable Bay gate is an amazing place for me to get out and experience our environs. It is amazing how so many different people can use the coast in different ways simultaneously and respectfully. It allows me a wonderful engagement with nature and my local environment that I cannot do on my trail bike anywhere else in Wellington. I am one of many other responsible trail bike riders in Wellington.

3.0 What is responsible urban trail bike riding?

Safe and responsible *urban* trail bike riding is the use of off-road motorcycles on designated and formed tracks. Responsible trail bike riding **is not** the free-ranging and reckless riding through native vegetation and sensitive environmental areas, causing permanent destruction to land and life, as is often presumed. Responsible trail bike riding on public land is also not high speed racing. We surely all agree that there is no place for the latter mis definitions. However, we need a place for the former, as there are benefits to society in having responsible trail bike riders included as an approved activity in the public lands management plan.

Responsible trail bike riders are respectful, sensible, reasonable and social members of our community. We take care of our beautiful landscapes and see ourselves as equal kaitiaki of the environment, synonymous with trampers, walkers and other recreationalists enjoying their respective approved activities, in harmony with each other.

This is an important note to make at the outset. The proposed management plan has failed to make this distinction and, instead, the proposed prohibition appears to be a manifestation of a low resolution perception or interpretation of what responsible *urban* trail bike riding actually is. A misconception exists of that *all trail bike riders* are somehow irresponsible and dangerous luddites

who each harbour a flagrant and anarchistic disregard for rules and commonsense and who single handedly destroy the natural environment with their reckless disregard for life and property. This generalist view of all trail bike riding is naive and bigoted. Like all groups there are sometimes those at the extremes who often attract most of the attention and their presence is often conflated with trail bike riding generally. There are also some members of our community who oppose other recreational groups, regardless of the variation within the group.

It is critically important that the council consider a wider perspective and carry out broader observations of our trail bike riding community and our behaviours to ensure it can respond to trail bike riding in the proposed management plan in a higher level of resolution than an otherwise low resolution response derived from a low resolution perspective. The council can only see the picture clearly if it is looking through a high resolution lens.

4.0 Municipal benefits of responsible trail bike riding for the community

In my experience as a responsible trail bike rider, there are a number of advantages and benefits derived from this recreational activity. Responsible trail bike riders typically access the more remote sections of the south coast, where few walkers and mountain bike riders ever reach. This means that we are in the unique position of being able to act as kaitiaki of these parts of the Outer Green Belt. Some of the contributions we make include:

Environmental and property observation and surveillance

Like other park users, riders observe the changes and flux in the environment and landscape and report these to our park rangers and council team. With regular riding around the coast we can build up a strong understanding of the environment and through this can strengthen our advocacy of the coast and contribute towards the ongoing care and management of the area. Moreover, our presence improves security for the private baches and buildings and provides a presence that can deter nefarious behaviour in these remote parts of our city.

Surveillance of illegal fishing

We are often riding around the coast towards Cable Bay and pass by the marine reserve sections of the coast. We often observe illegal harvesting of shellfish and fishing and we report this to MAF officers. This helps MAF to police illegal poaching more effectively than they would otherwise in these more remote coastal stretches.

Public assistance and safety

We provide observation and passive surveillance of the Cook Strait and Karori rip shipping lane from the more remote coastal areas, which other park users cannot access. This provides the coastguard additional eyes to monitor the safety of boaties and recreational fisherman. We can call in any sign of distress if required.

Where riders share the coast with walkers, fisherman/divers and mountain bikers, responsible trail bike riders are known to offer critical assistance in emergencies. I have heard of examples where riders have helped tourists who have strayed too far with too few provisions when the weather has turned, by helping them get back safely to their vehicles. I have shared my first aid kit with a mountain bike group to assist a rider who had seriously injured a leg. I have also heard other examples where a rider was able to retrieve an asthma inhaler from a walker's car as the walker couldn't walk back in the cold wind. Removing responsible trail bike riders from these public areas will reduce the availability of support and assistance in emergencies as well as removing the camaradery that park users can enjoy together in the extremes of our wild south coast environment. We are all in it together.

Fundraising for local schools

I regularly attend council approved organized responsible trail bike riding fundraising events on the Outer Green Belt public land. These are successfully managed by the Wellington Motorcycle Club. They are very well run, promote safe use of trail bikes and are strong advocates for the care and protection of the environment. The money that the club raises from the recreational riders is donated to local schools. Last Sunday, we met the Principal of Makara Primary School at a fundraising event held on Kinnoull Station. She had come along to help with the sausage sizzle and to thank us all for our ongoing contributions. She outlined the importance of our fundraising to the success of her students learning and explained that they have 70 enrolled children but only two classrooms for them to learn in. The money that responsible trail bike riding provides to schools like Makara Primary are invaluable to the wellbeing of our communities.

5.0 The code of riding for responsible trail bike riders

In all of my experience riding at Red Rocks, I have only experienced positive interactions with park users, who are generally walkers, runners and mountain bike riders. We believe these positive experiences are in a large due to most responsible trail bike riders following a code of conduct when riding on public or private land. This code consists of the following eight rules:

- **Be safe at all times**, with yourself and others around you, wear proper protective clothing always and carry a first-aid kit;
- **Stay on the formed track**, never venture into vegetation or unmarked or protected areas or land;
- **Respect the environment**, this includes:
 - Do not ride over native or protected vegetation;
 - Do not ride in waterways;
 - Do not approach wildlife and stay well clear of wild life at all times;
 - Do not unnecessarily damage the tracks so that they can still be used by others;
 - Carry out all rubbish with you;
- **Follow the rules**, of local authorities for each riding area, follow signs and warnings and stay within designated areas and follow Park Ranger directions at all times;
- **Be respectful of other users at all times**, this includes:
 - Pulling over when approaching walkers, cars, horses , mountain bike riders etc and turning off your engine;
- **Share your plans** with friends and/or family so they know where you will be are riding and when you will return; always carry a cellphone ;
- **Assist others in need**, who are sharing the area if they need help;
- **Always smile and say hello** to those you meet on your ride.

By following these rules, we find that our interactions with other users remain positive and harmonious and there is no cause for animosity amongst the variety of park users. Locally, at Red Rocks, responsible trail bike riders typically ride slowly from the Ōwhiro carpark to Te Rimurapa/Sinclair Head gateway which is the section the majority of walkers and runners frequent. This is because of our expectation that this is the area where most walkers and runners will be enjoying the coastline.

Beyond Te Rimurapa, the number of walkers and runners significantly reduces and the number of interactions also significantly reduce as a result. Our local trail bike clubs also promote respectful riding at all times and they support and reinforce these rules amongst their members. We believe that continuous education and advice is the best way to manage relationships and behaviours while allowing fair and equal accessibility to public land for all user groups, as opposed to the outright prohibition of certain community groups.

6.0 Requirements of responsible trail bike riders

Being a minority user group, it is not expected that we should always have access to all public land. However, with over 3000ha's of land in the proposed Outer Green Belt there should be the capacity to provide suitable access for responsible trail bike riding. Outright prohibition removes all opportunity for our group to enjoy recreation on public land and I believe this is a low resolution approach to a community group who appear to be poorly understood in the proposed plan.

Like other users, responsible trail bike riders access long stretches of formed tracks. The net area usage of the proposed Out Green Belt area is de minimis, however the tracks should be designated so that they pass through a variety of landscapes and topographies to ensure riders can appreciate the various aspects of the wild south coast and the green hills.

Like other users, recreational riders ride mainly in weekends and public holidays, when we have some time. It is rare and uncommon to ride at night and this is discouraged in sensitive environments as it can be harder for some more inexperienced riders to stay on the formed tracks and avoid wildlife and protected areas of vegetation. Therefore, daylight riding is the principal need of responsible trail bike riders.

The council has, to-date, permitted our trail bike club to use sections of the proposed scenic reserve area in Management Sector 7- Te Kopuhou for organised trail rides and we also encourage you to permit controlled occasions in the future. Responsible trail bike riding should be an approved activity under the proposed plan so that casual (non-organised) access to the this area is maintained into the future.

We also require access for responsible trail bike riding through Te Rimurapa Landscape Feature Precinct, along the formed track/roadway to have access to the the wider coastal area towards Cable Bay which, as has been already noted, is less often frequented by other user groups.

7.0 The basis of my objection to this plan

I fundamentally object to the prohibition of trail bike riders on the belt outlined in the rules and policies of the Draft Outer Green Belt Management Plan January 2019 Section 5.3.3.1 (3). The proposed prohibition is discriminatory, and it unfairly prejudices legitimate public users from the public lands. Further to this, I object to and challenge the prohibition of trail bike riding in relation to the following parts of the plan:

Section 5.3.3.1 (1) states that:

“Activities are prohibited that are not directly related to:

- ***outdoor recreation and public enjoyment of the Outer Green Belt.”***

Responsible trail bike riding is *directly* related to the outdoor recreation and enjoyment of the public lands contained in the proposed Outer Green Belt area by those of us who call Wellington home, who continue to pay council rates and support our community and to be involved in environmental initiatives like beach cleanups and replanting schemes.

Section 5.3.3 states that:

“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.”

It is not clear having read the OGBMP in its entirety, what evidence the council has used as a foundation for determining responsible trail bike use as *inappropriate*. This statement is divisible into the following four aspects:

- Permanent adverse effects on the environment;
- Incompatibility with Outer Green Belt values;
- Incompatibility with characteristics and/or management focus of other approved activities; and,
- Where private use alienates public access.

I will address each aspect individually.

Permanent adverse effects on the environment

We have not been presented with any evidence that responsible trail bike riding on formed tracks has any permanent adverse effects on the environment. Mountain biking and walking both cause damage to formed tracks and yet these recreational activities have not been prohibited under this proposed plan. Like these activities, there is no reason why there should be any deleterious effect on biota, heritage, the environmental or any other aspect from responsible trail bike riding on formed tracks.

There is just reason to suggest that the proposed prohibition will increase the net emissions of Wellingtonians wanting to engage in responsible trail bike riding. Local riders currently live within a very short distance of the proposed Outer Green Belt. The prohibition will force riders to drive upwards of an hour north (at least) to the Akatarawa Forest and back for trail bike riding. This two hour return trip will increase travel by about 100km for me and will result in a net emissions increase, well in advance of what might otherwise be the case with local riding on the Outer Green Belt. The proposed prohibition will result in more harm to the environment than non-prohibition, in this respect.

Incompatibility with Outer Green Belt values

Which values specifically are referred to here? Any Outer Green Belt *value* should surely be tested against the proposed plans fundamental vision:

“The Outer Green Belt is Wellington’s wild green connector. It visibly defines the edge of the city, protects and connects nature, and invites people to escape and explore.”

The prohibition of responsible trail bike riding does not live up to the invitation for *people to escape and explore*.

Incompatibility with characteristics and/or management focus of other approved activities

My objection can be made from two perspectives.

1. What is the basis for this claim that responsible trail bike riding is incompatible with other approved activities?

There has been no evidence cited that supports this claim in the management plan. Experience shows me that responsible trail bike riding and other community members carrying out different and simultaneous recreational activities are not mutually exclusive. I find that by exhibiting respect, care and friendliness towards others sharing our public areas, we can all enjoy the outdoors as intended in the plan. The proposed prohibition is a low resolution and lazy approach to the management of trail bike riding on public land. With over 3000ha of land in the proposed plan, there is no defensible justification for this claim.

2. Why has the council chosen to manage potential incompatibilities between other approved activities?

How is it that the council can morally suggest that responsible trail bike riding is not compatible with other approved activities i.e. walking, and yet accept by default a position that some other synonymous relationships between approved activities are compatible i.e. between walking and say, mountain bike down-hill riding? How is it that the council have accepted *activity management* as the method for these activities and yet has been unable to do so with responsible trail bike riding and these other approved activities? At best this looks like lazy planning, at worst it looks like hypocrisy and non-inclusive prejudice

Where private use alienates public access

Given the above reasoning, it has been evidenced in the proposed plan that responsible trail bike riding *specifically* would alienate public access, and certainly that it might alienate public access *more* than any other activity. Has any objective measure been used to reach this predetermined position or has it been based on subjective perception only? Again, with 3000ha of public land in discussion here, is the council claiming that there is no management approach available to act in accordance with its vision statement and the council's wider aspirations of social and community inclusivity. Can the council claim that equal opportunity is being offered to all of its community recreational groups because the proposed prohibition evidences the contrary? The council face being held to account for hypocrisy should this proposed prohibition carry.

Section 5.3.3 also states that:

“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.”

The above reasoning is also transferrable to this statement given it is in large a reshuffling of the previous statement. With regard to the claim that responsible trail bike riding will:

“...significantly detract from the ... safety of other park users.”

For the council to make this claim it is surely to have some evidence and measurement basis. How exactly to date, or perceived for the future, will responsible trail bike riding significantly detract from the safety of other park users? Responsible riding necessitates respect for other users including as noted in *the code of riding for responsible trail bike riders*, as included above, slowing down and/or stopping the engine when passing or being passed by others. As with the current and proposed ongoing management of mountain biking as an approved activity and say, walkers, the council have the two activities mutually compatible. Clearly mountain bike riding on public land could significantly detract from the safety of walkers and trampers. However, this is managed in two ways:

1. Respect and responsible riding by the mountain bike community
2. Designated formed tracks on public land for the sole use by high speed down-hill mountain bike riders

The combination of the two forms the basis of an inclusive management plan that should be achievable in respect to responsible trail bike riding and other park users.

Conclusion of principle objections

The proposed management plan manifests the council's decision to prohibit the responsible trail bike use by its constituents. The plan does outline a basis or definition for the determination of prohibited activities. However, the plan has fundamentally failed to make the following critical distinctions in the course of determining whether responsible trail bike riding is to be an approved or prohibited activity:

1. That the overwhelming majority of trail bike riders ride responsibly and with *de minimis* risk to other park users;
2. That responsible trail bike riders are aligned with the proposed management plans fundamental vision by wanting to escape and explore Wellington's wild green connector, the Outer Green Belt;
3. That there is a difference between responsible trail bike riding on formed tracks and reckless riding off-tracks;
4. That responsible trail bike riding has benefits to the community;
5. That the overwhelming majority of trail bike riders ride to enjoy nature and our landscapes and in doing so have a great respect and care for it;
6. That there are over 3000ha of public land outlined in the management plan that can be shared and managed for all Wellingtonians alike;
7. That there are countless other opportunities for walkers and other users to find a place to walk on public land in our city and green belts whereas responsible trail bike riders have no other access to public land within Wellington;
8. That responsible trail bike riders are constituents and should be given fair, reasonable and equal opportunity to access to public land; and,
9. That there are alternative options available to council to integrate and manage responsible trail bike use as it has done with the proposed activities.

Where to from here?

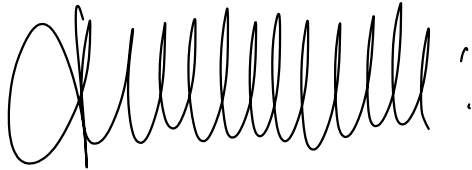
I propose that the council reconsider the proposed prohibition and instead embark on a fair and inclusive approach of activity management and integration. Management should/could include a variety of the following methods to do this:

- **Stronger relationships** between the council, responsible trail bike clubs/riders and the other community groups to continue discussions and improve co-operation, inclusivity in the form of good management;
- **More formed tracks** to prevent off-track damage to environment;
- **Continued education** for both responsible trail bike riders and other park users;
- **Designation** of some areas for sole use by responsible trail bike riders either by geography i.e. existing designated mountain bike trails or by time i.e. restricted other users to designated areas at certain times;
- **Additional signage** and guidance at start of trails and along trails;
- **Better policing** of anti-social users on public land, be they inconsiderate dangerous mountain bike riders, walkers who litter the tracks, dogs walkers who don't pick up dog faeces or disrespectful trail bike riders.

I am more than happy to invest time and energy into working with the council to develop/contribute to an alternative management approach which is inclusive of responsible trail bike riders. I also understand that our local riding club, Wellington Motorcycle Club, will be making a submission on behalf of all its members. There is no reason that with so many of us riders committed to upholding and developing responsible practices and working with the council we couldn't find a mutually satisfactory alternative to what has been proposed thus far.

Please do not hesitate to contact me if you require any clarification with regard to this submission or if you would like to discuss alternative approaches that will allow fair and inclusive access for all Wellingtonians to our amazing Outer Green Belt. I would like to present my submission in person please.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'James Wallace', with a stylized, cursive script.

James Wallace



OUTER GREEN BELT MANAGEMENT PLAN 1/81014


I PREVIOUSLY LIVED IN TAYLOR TCE TAWA FOR 32 YEARS

I WOULD LIKE TO SEE REPLANTING OF THE BEST
TREES FOR THE AREA ESPECIALLY THOSE THAT SUPPLY FOOD
FOR THE BIRDS

I SEE NO NEED FOR THE PROPOSED PARKING AREA
IT IS ALSO NOT A GOOD AREA FOR A PLAY GROUN

I AM WRITING ON BEHALF OF MYSELF.

YOURS FAITHFULLY

M. L. HONEYFIELD


Shona McCahon

From: BUS: Outer Green Belt Management Plan
Subject: FW: Wellington South Coast Submission

From: Carolyn Parkinson [REDACTED]
Sent: Thursday, 14 February 2019 1:42 p.m.
To: BUS: Outer Green Belt Management Plan
Subject: Wellington South Coast Submission

To Whom it May Concern,

I wish to include a specific submission on Blocking Vehicle Access on the South Coast, West of Karori Stream. In my role as Manager of Terawhiti Station, I have lived and worked in the area for almost 10 years and in that time have witnessed a substantial increase of Environmental Damage in various forms to the Fragile ecosystem.

- The most obvious is the stripping of vegetation and topsoil by 4wd vehicles playing hill climbs on the slopes. This creates irreparable damage which is further eroded during rainfall. Grassed areas that had been used for generations as picnic and camp sites now resemble a Quarry.
- By not sticking to the existing tracks, vehicles create an ever increasing width of bare ground, prone to erosion and unable to support life.
- Many of the vehicles are used to play in the mud, therefore creating unnatural muddy streams which affects water quality.
- Many Sea Birds live in the area and some nest on the Gravel which vehicles drive over. I have seen a number of times where nests of eggs and chicks have been run over including those of the rare Dotterels and Black Billed Gulls.
- Large amounts of litter are left including glass bottles that eventually become broken on the rocks.
- Seals are often disturbed from basking on the shoreline.
- Many fires are lit in the area, often by very irresponsible and inexperienced people, it is very likely that there will be an out of control scrub fire at some time soon.
- Paua Poaching is carried out most weeks of the year in huge quantities, we have often found thousands of shells of freshly shucked paua, with most being undersized. Sometimes, stolen vehicles are used and then left in the area.
- Other Vandalism in the form of damage to gates, fencing and building is a regular occurrence.
- Firearms and poaching has resulted in a number of Police call outs.
- Gates can not be used by the farm as they will be continually left open by vehicles.

If vehicles were blocked from the area, the farm could install gates to keep out grazing animals and restorative planting could be done to help the area recover.

Regards
 Guy Parkinson
 Farm Manager , Terawhiti Station

[REDACTED] [REDACTED]

Sent from [Mail](#) for Windows 10

19 March 2019

Wellington City Council
PO Box 2199
Wellington 6140

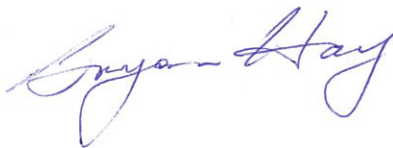
To whom it may concern,

Draft Outer Green Belt Management Plan 2018
Reference: Sector 2 Ohariu Ridge re.6.2.2.7.

I wish to record with the WCC that I have been clearing the reserve area at the rear of my property from mid 2014. To date I have cleared most of the existing remnant native vegetation of gorse, broom, blackberry and old man's beard, in an area of the reserve between the rear of 23 Chippenham Grove on the west side, and the rears of 108,182 and 186 Westchester Drive on the east side. I have also, as an ongoing task, cleared the stream running through this area, of weeds and cut the grass over most of this area.

I wish to register with you, my interest as a volunteer who has cared for the above section of the Churton Park reserve OGB Parcel 2.1.6 (i.e. Lot 14 DP 435672).

Yours sincerely,



Bryan Hay

Telephone: [REDACTED]

E-mail: [REDACTED]

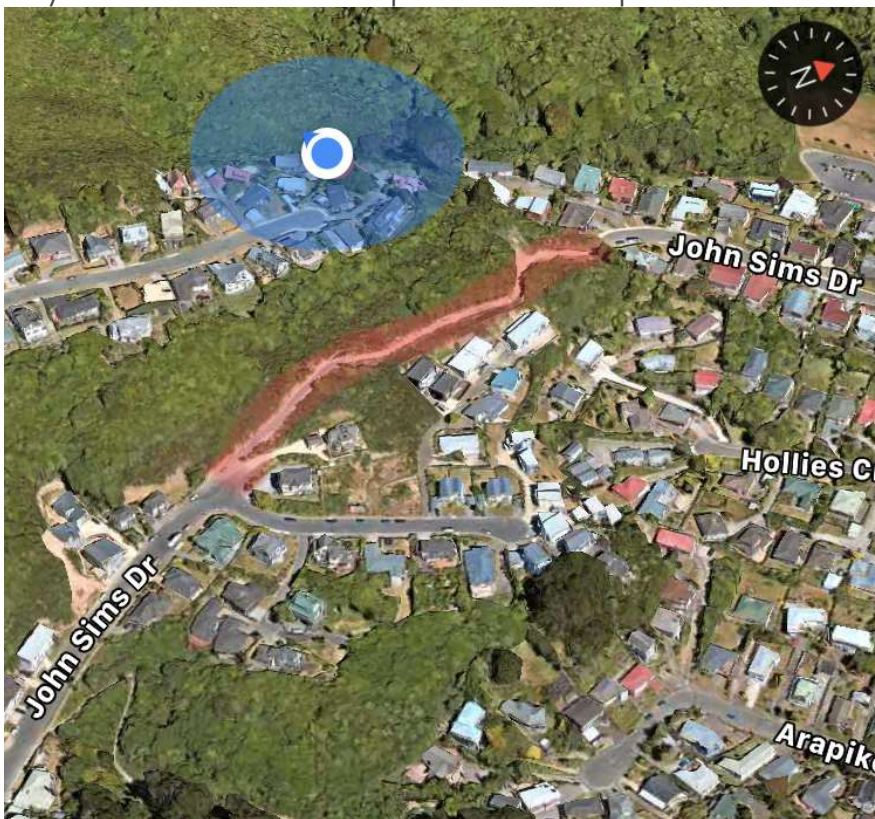
Green Belt Comments

I typically use the area from J'ville to Crofton Downs so my comments cover that area.

Signage :

- Please have more MAPS! A sign pointing to XYZ street is great IF you know the streets, but if you don't it's useless without a smart phone. I have seen a number of people especially confused at alternate routes down from Mt Kaukau. I have driven a number of people arriving in Broadmeadows down to Truscott Park after they took the wrong way down.

☐ There is a fairly new track linking Broadmeadows and J'ville which is not on most maps and while is not in the park, it would be helpful for track users(walking and biking) in the area as it now forms a loop option for three of the tracks in the area of Broadmeadows and Truscott Park. It joins both ends of John Sims Rd as shown in RED. Your maps should extend into the nearby suburbs to show tracks or roads joining the ends of tracks so people can identify loops more easily. Maybe make a feature of Loop Walks in future promotions ???



☐ After all the hard work of getting to the lookout on Mt Kaukau, there is no indication at the lookout there is the ACTUAL peak only a couple of hundred meters away (BLUE) which has TOTALLY different views over Makara Wind-farm and the South Island. This is also a much needed site for a MAP on/beside the lookout where everyone heads (there is one tucked away so is not obvious or visible for most visitors, neither is the peak visible from the lookout.) As mentioned earlier, I have seen a number of people confused at alternate routes down from Mt Kaukau. I have driven a number of people arriving in Broadmeadows down to Truscott Park after they took the wrong way down.

Access :

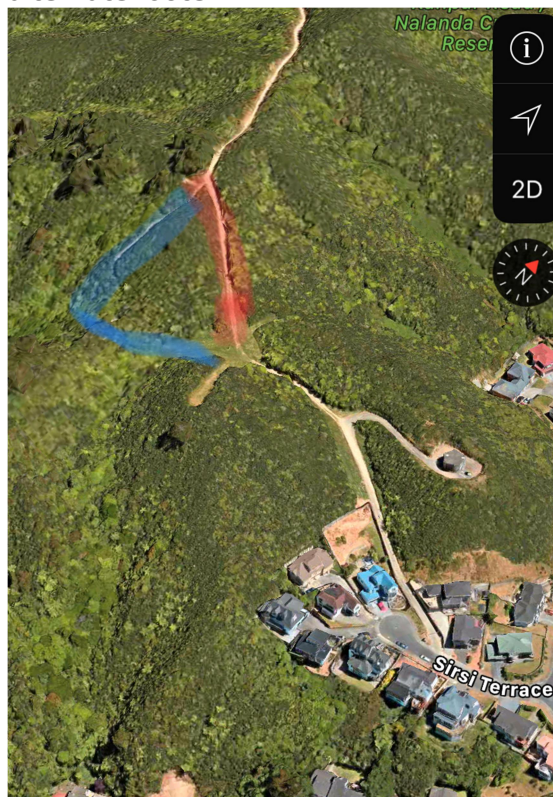
I injured my achilles tendons getting up Mt Kaukau carrying heavy camera gear for doing Astro Photography. I got a e-bike to help reduce the load but found the tracks too steep, rugged or rutted to make it worth the effort. The only good access to the tops is by the substation in Crofton Downs but the tracks along the top are still just not upto general use on a bike. SO some more EASY paths/access to the main track and make the main track more user friendly would be nice.

e-bikes are HEAVY, so any barriers to stop cars and motor bikes etc need to take this into account. Lifting 20-25kg bikes over stiles or fences is just asking for injuries. Lower Hutt put a new barrier at **Burdens Gate**, Muritai Rd, Eastbourne, which has been great!

Just to note : I have had numerous interactions while walking with bikers, and as a biker, coming across walkers. So far, each encounter has always been courteous and people take into account each others needs.

Specific Issue on Mt Kaukau Track :

In Broadmeadows there is a track off Sirsi Trc, the part marked in RED is very steep AND very slippery. There is a poorly signposted alternate (marked in BLUE). I suggest signage at either end of the RED indicating the hazards and showing the alternate route.



Feel free to contact me.

--

Owen Calder

Additional Comments by Email

From: Owen Calder [REDACTED]
To: BUS: Outer Green Belt Management Plan
Cc:
Subject: Issue with Seats on Mt Kaukau
Sent: Fri 1/03/2019 4:38 PM

I have often taken the track from Khandallah Pool to the top of Mt Kaukau, as you should know this is a very popular route, even in winter.

After rain you will find puddles in front of almost all of the seats on the track up and those placed around the Lookout at the top, typically making them useless for days as these are formed where people feet go!

I have submitted a number of reports to the FixIt app over the last couple of years but nothing has been done.

It should be easy to put in a little drainage channel and add some plastic matting/gravel etc.

I would not be surprised if this was a widespread issue.

An example half way up.



You can even see where the puddles form in front of the seats in satellite photos of the Lookout!



--
Owen Calder
[REDACTED]

***Wellington Electricity Lines Limited: Feedback on the Wellington Council Draft
Outer Green Belt Management Plan
March 2019***

To Wellington City Council Outer Green Belt Management Plan (1781014)
Wellington City Council
PO Box 2199
Wellington 6140

Sent via email to: outergreenbelt@wcc.govt.nz

FROM: Wellington Electricity Lines Limited ("WELL")
PO Box 31049
Lower Hutt 5040

Date 25 March 2019

| | |
|----------------------------|---|
| Title | Outer Green Belt Management Plan Review |
| Address for Service | Edison Consulting Group Ltd [REDACTED] Hamilton 3240 Attention –Tim Lester [REDACTED] |
| Organisations name | Wellington Electricity Lines Limited |

1 Introduction

About Wellington Electricity

- 1.1 Wellington Electricity Lines Limited ('WELL') owns and operates electricity distribution network assets within the Wellington Region (Wellington City, the Hutt Valley and Porirua Basin). This network has a system length of 4,600km and serves around 165,000 connected consumers.
- 1.2 WELL is committed in its regulatory obligation to provide consumers with a safe, effective and secure supply of electricity, including in the wake of a natural hazard¹ derived emergency.
- 1.3 The Civil Defence and Emergency Management (CDEM) Act 2002 stipulates the responsibilities and roles of key organisations that provide an *essential service* within New Zealand. Wellington Electricity's core business is electricity distribution, and hence is an *essential service* under the CDEM Act; consequently, WELL's assets are statutorily classified as a Lifeline Utility.
- 1.4 As a Lifeline Utility asset owner, WELL must ensure that their network is able to function to the fullest possible extent (even at a diminished capacity level) during and after a natural hazard emergency.
- 1.5 In addition to being a Lifeline Utility service provider, WELL is also a Network Utility Operator (NUO) as defined in the Resource Management Act (1991).
- 1.6 WELL is interested in the development of regulations proposed to be applied to the Wellington City Outer Green Belt Reserves as they may adversely impact the development and operation of their critical electricity supply assets located within or in close proximity to the subject areas.
- 1.7 WELL has reviewed the draft Outer Green Belt Management Plan consultation documents, as released by the Wellington City Council, and provides the following context to their Network Utility Operations, as well as the subsequent feedback of the draft document as currently being sought.

¹ Naturally occurring physical phenomena caused by rapid or slow onset events which can be geophysical, hydrological, climatic or meteorological.

2 Submission Context

Wellington Electricity

- 2.1 As well as a NUO and owner of Regionally Significant Infrastructure, WELL holds an interest in the development and implementation of the 2019 Outer Green Belt Management Plan ('OGBMP'). WELL's key interest in the in the OGBMP relates to the utility provisions within the document, as well as for the provision for *emergency corridors* to be appropriately recognised as a component of the reserves' resilience function for the city.
- 2.2 As indicated above, WELL are legally obliged to ensure that the region's electricity distribution networks are able to function to their fullest extent possible during and post a natural hazard event.
- 2.3 In meeting this CDEM obligation WELL already have integrated a number of emergency response protocols into their operations
- 2.4 Such protocols include consultation with key customers and other utilities supplying the Wellington region in order to recognise the interdependencies between electricity supply and other infrastructure providers such as water, roading, media and communications when responding to emergency events.
- 2.5 From a statutory land use planning standpoint, WELL's emergency response have also included discussions to establish protocols with a number of territorial authorities across the Wellington Region (including Wellington City Council – 'WCC'). Such *emergency corridors* allow the erection of temporary overhead lines in to the Wellington CBD where underground cables have been damaged in a natural hazard event.
- 2.6 Having provided the framework upon which WELL have provided feedback on the draft OGBMP, the following section focuses on specific details contained within the consultation document - where appropriate suggested amendments have been sought.

3 Draft OGBMP Feedback

- 3.1 WELL appreciate the opportunity to provide feedback on the draft Outer Green Belt Management Plan (2019).
- 3.2 As will be discussed in this feedback, WELL have assets and interests contained within the outer Green Belt reserves of Wellington City – hence the focus of this feedback is on how the development and operation of these assets can be accommodated in the string of reserves, and particularly on how the proposed provisions of the OGBMP could be more accurately drafted in acknowledgement of such assets.
- 3.3 In providing this feedback two key themes are addressed. Firstly, comments will be made regarding the current utility provisions contained within the draft management plan (i.e., Objectives, Policies, Rules and explanatory text); and secondly, comments will be provided in regard to WELL's *emergency corridor* requirements, and how such corridors can be appropriately provided for in the 2019 OGBMP (such as in the proposed resilience provisions).
- 3.4 WELL has reviewed the draft management plan for the city's Outer Green Belt and are fundamentally supportive of the scope and principles being provided for in the draft document.
- 3.5 As the document relates to a string of reserve areas bordering the city's urban areas – managing the ecological (wildlife), social (recreation) and cultural connectivity of the reserves are agreed by WELL as a worthy objective of the OGBMP.
- 3.6 Whilst WELL agree in principle with the objective of the draft OGBMP – WELL would also like to acknowledge that the draft document contains sections specifically applicable to Network Utility Operators (i.e., under the utilities provisions (section 3.4.2)).

- 3.7 WELL note that the draft OGBMP states that there is a ‘changing attitude’ towards utilities being located within the open space reserves; with intonation in the text being that utilities are being progressively ‘phased out’ of the reserves.
- 3.8 Whilst this ‘phasing out’ may be the case for some certain types of utilities, it is definitely not reflective for sections of the electricity distribution (critical sub-transmission) network located in the reserves.
- 3.9 WELL agree that some site-specific utilities may be less inclined to develop and operate within the open space reserves to the west of the city – however, sections of linear infrastructure will still be required through these mapped areas to supply the city’s electricity needs from sections of the Transpower National Grid (of which sections are also located within or close proximity to the green belt open space).
- 3.10 In consideration of the above, WELL contend that more robust comment is needed in the OGBMP (in section 3.4.2) as to sections of linear infrastructure that have to be located within the reserves through necessity (i.e., lack of alternatives), and which provide critical infrastructure services to the city’s spatially separated communities.
- 3.11 In regard to the documents commentary on resilience, WELL contend that such an aspect of the management plan is important given the function of the open space area.
- 3.12 As indicated in section 3.7.1 of the draft, the Green Belt serves to provide for the city in the wake of natural disasters, as well as for robust connection for “empowered communities”. Whilst the context for such resilience is that provided by the green belt’s naturalness, water supply and alternative transportation routes, WELL consider that resilience is also provided by virtue of preserved *emergency corridors* whereby alternative routes for emergency electricity supply are also to be provided for.
- 3.13 As will be discussed in the second theme of this feedback, WELL seek that the provision of *emergency corridors* needs to be provided through the reserve. Regardless – WELL seek that section 3.7.1 of the document, at a high-level, identify and make mention of *emergency corridor* provisions as being a contributing element of the outer green belt resilience function.
- 3.14 Upon review of the draft OGBMP Objectives and Policies, WELL note that direction is provided where by reserve management is to be regulated in coordination with the Wellington City District Plan (i.e., the OGBMP is to act in part for assessment criteria of the open space zones of the District Plan).
- 3.15 WELL support and agree that the OGBMP needs to be complimentary to the Wellington District Plan so as to provide a cohesive set of policies across the city, as well as to avoid process redundancy/duplication between the Reserves Act and the Resource Management Act.
- 3.16 As a central tool used by Council for managing the environmental effects of the electricity distribution network, the Wellington City District Plan should reflect a consistent policy direction of the Outer Green Belt open space areas. As indicated in *policy 4.1.2.3*, the OGBMP seeks to ensure the district plan gives effect to the green belt reserve provisions – consequently WELL contend that permissive recognition of sections of distribution network (existing or proposed) are provided for in the draft management plan.
- 3.17 It is acknowledged that the emphasis of the OGBMP is on natural, recreation and cultural elements of the reserves – the cross-over with the district plan means that robust and permissive provisions are to be included within the reserves management plan for WELL’s operations and development in the context of such environmental elements.
- 3.18 *Policy 4.2.2.6* of the draft OGBMP addresses fire – particularly fire risk in the reserves.
- 3.19 As a lines company with assets located within the Outer Green Belt, WELL contend that mention

is made in the document pertinent to the Electricity (Hazards from Trees) Regulations 2003 to ensure that activities (such as afforestation setbacks) and maintenance (vegetation management) activities are provided for in the OGBMP. By explicitly providing such activities – effective policy will result in regard to fire mitigation.

- 3.20 In regard to land use within the Outer Green Belt, WELL acknowledge and support *policy 4.3.2.4(2)* whereby ‘essential public utility purposes’ can be provided for within the reserves:

“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;*
- b) essential public utility purposes that cannot practically be located elsewhere or co-located in an existing utility installation.”*

As indicated above, WELL is a NUO and lifeline Utility provider – hence their network, existing or proposed, can be provided for under the draft management plan – and subsequently recognised under the district plan cross-over for assessment purposes.

- 3.21 Further to the above support for *policy 4.3.2.4* – WELL seek that provision is also included for access tracks.
- 3.22 *Policy 4.5.2.2* relates to motorised vehicles within the management plan reserves. WELL seek that reference to network utility infrastructure access by motorised vehicles is also explicitly provided for (so to enable other policy’s relating to the provision of network utilities – particularly draft *policy 4.5.2.3 (4)*).
- 3.23 WELL seek that *objective 4.6.1(3)* is retained in the management plan as it provides appropriate high-level recognition of emergency preparedness as contained in the Outer Green Belt.
- 3.24 As a Lifeline Utility provider WELL are engaged with Wellington’s territorial authorities in relation to providing a strategic network of *emergency corridors* across the Wellington Region. Sections of such corridors may be required to be located within the Outer Green Belt – this should be provided for with the principal purpose of resilience for the city in regard to natural emergency events.
- 3.25 To give effect to *objective 4.6.1(3)*, WELL seek that appropriate text is included within *policy 4.6.2.4* whereby the provision for rapid erection of electricity distribution networks (overhead lines) is recognised so as to align the management plan with provision for critical infrastructure for ‘Resilient Communities’.
- 3.26 The Rules section of the draft OGBMP is a new element that was not included with the currently operative management plan. In consideration of the management plan’s cross over with the district plan WELL seek that any proposed rule relating to network utility operations or development does not unreasonably constrain utility services above and beyond that of the district wide or network utility provisions already contained within the district plan (i.e., a higher level activity status is not triggered in the District Plan as a result of the OGBMP).
- 3.27 WELL consider that the permitted activities (termed ‘allowed activities’) laid out under *Rule 5.3.1* of the draft OGBMP are appropriate in the reserves as they give effect to the principle intent of the green belt (i.e., nature preservation activities, low impact recreation etc.).
- 3.28 WELL consider that allowed activities also include ‘maintenance’ and ‘replacement’ of existing network utility infrastructure within the green belt area (as opposed to being described as ‘Managed Activities’).
- 3.29 WELL note a strategic intent of the draft management plan is to align with the WCC District Plan. Maintenance of network utilities is provided for as a permitted activity in the open space zone of the District Plan – and therefore should also be identified as a permitted (or allowed) activity in the management plan (maintenance is defined as repair works and like for like replacement of

assets).

- 3.30 In regard to specific rules relating to utilities, WELL have reviewed sections 5.3.2.9, 5.3.2.10 and 5.3.2.11 of the draft OSBMP.
- 3.31 WELL note that replacement of utility infrastructure is permitted through the issuance of a lease or easement (subject to meeting criteria specified).
- 3.32 Given that maintenance of existing infrastructure is already contained within a statutory easement (as provided for under s23 Electricity Act 1992) access is already guaranteed; so WELL is uncertain as to the legal requirement to establish further property rights under the Reserves Act. Having to register easements due to maintenance or like-for-like replacement is considered unreasonable as environmental effects above and beyond those already present in the reserves will not result from 'maintenance' works.
- 3.33 WELL consider clear exemptions under section 23 of the Electricity Act (for access and maintenance) is recorded in the draft management plan so as to explicitly avoid unnecessary access arrangements (i.e., via easement instruments or leases) for existing infrastructure.
- 3.34 Such an exemption will align the OGBMP with the Wellington City District Plan in this regard.
- 3.35 Network utility works that do not represent like-for-like replacement would typically not reflect 'maintenance' activities – to which s23 of the Electricity Act would not apply (note s23(3) of Electricity Act 1992); consequently, the proposed provisions in the OGBMP would apply as currently drafted.
- 3.36 In regard to existing critical electricity distribution infrastructure or facilities located within the City's green belt reserve that may be subject to upgrading (i.e., expansion of an existing substation for instance the Central Park Substation), WELL seek that recognition of the existing environment (as defined by the infrastructure) is taken in to account when considering visual impact.
- 3.37 Whilst it is clearly acknowledged that upgrades, or expansions, of existing infrastructure would be considered a 'Managed Activity' in the OGBMP – assessment criteria of both the District Plan and OGBMP need to take into account the existing environment in which the works are being undertaken. As the District Plan has been prepared (under the RMA) on an effects-based approach, then so to should the OGBMP - given the assessment crossover of the two documents. In establishing the visual/amenity effects of any upgrade works to existing infrastructure located within or abutting the City's green belt reserves – the appropriate starting point is to recognise pre-existing built elements in the environment.
- 3.38 In consideration of the above, WELL oppose any OGBMP assessment criteria that assigns upgrade works of their assets to that of a 'greenfield' environment, thus requiring onerous visual and amenity assessments to be undertaken.

Emergency Corridors

- 3.39 *Emergency corridors* represent strategically selected linear tracks of land that are to be explicitly identified and preserved so as to efficiently and effectively allow rapid erection of linear electricity infrastructure.
- 3.40 *Emergency corridors* are an integral element of Wellington City's emergency readiness protocols so as to enable the re-establishment of electrical supply in the wake of a natural hazard event – such as in the event of an earthquake.
- 3.41 The concept behind establishing such electricity *emergency corridors* fits completely within Wellington City's resilience initiatives as being able to rapidly re-establish supply as effectively as possible after an event will enable other life line utilities to function in response to the event (i.e., pump stations for water supply, lighting, first responder and emergency services and plant).

- 3.42 WELL have been in discussions with council in regard to the provision of emergency corridors for electrical distribution assets. Such discussions have acknowledged the importance of emergency corridors.
- 3.43 In the context of the draft OGBMP, WELL consider that appropriate recognition should be made in the document so as to present the ability for emergency electricity supply being established through the reserves where and when required.
- 3.44 Whilst the management plan has been prepared under the Reserves Act, there will be - *as acknowledged* - crossover when assessing development regulated under the Wellington City District Plan. Whilst discussion are still underway with WCC in regard to specific locations for *emergency corridors* – having high-level recognition in the OGBMP is appropriate so that they can be established (mapped) on district plan planning maps.

4 Summary and conclusion

- 4.1 A draft set of consultation documents have been released by Wellington City Council for the 2019 Outer Green Belt Management Plan.
- 4.2 As a Lifeline Utility service provider and NUO, WELL have provided feedback on the draft OGBMP in order to, firstly – provide a context as to WELL’s operations within the green belt reserves and to identify specific amendments to the draft document; and secondly, request that appropriate recognition is provided in the management plan for *emergency corridors*.
- 4.3 A key reason why WELL has provided feedback on the draft OGBMP is to ensure that the document addresses all network utility assets (i.e., Regionally Significant Infrastructure) – rather than primarily focusing on council owned infrastructure assets that may be located within the reserves.
- 4.4 Whilst the draft OGBMP, by its very nature, represents a high-level planning document under the Reserves Act, WELL maintain that by including the amendments as sought in this feedback, the implementation of the management plan will be more effective in regard to Lifeline Utility service provision.
- 4.5 WELL look forward to contributing to the final content and scope of OGMP, as well as being inherently involved in high-level discussions with Council reserves planners over the provisions for *emergency corridors* in the management plan.
- 4.6 WELL requests that Wellington City Council Reserves Planners give due consideration to the recommendations provided in this feedback.
- 4.7 WELL are happy to provide clarification of any issue covered in this submission.

Signature for and on behalf of

Wellington Electricity Lines Limited:



Tim Lester




Shona McCahon

From: BUS: Outer Green Belt Management Plan
Subject: FW: Forest of Tane

From: Kathleen Connolly [REDACTED]
Sent: Monday, 4 March 2019 3:27 PM
To: BUS: Outer Green Belt Management Plan
Subject: Forest of Tane

I along with friends of Tawa Bush am Against the suggested and unnecessary carpark on the flat land at the Kiwi Cres entrance

Kathleen Connolly
9 Greenstone Place
Aotea
[REDACTED]

Sent from my iPhone

Shona McCahon

From: BUS: Outer Green Belt Management Plan
Subject: FW: Outer green belt management plan

From: Olivia Porter [REDACTED]
Sent: Thursday, 7 March 2019 8:56 PM
To: BUS: Outer Green Belt Management Plan
Subject: Outer green belt management plan

Hello,

I am writing on behalf of myself, my partner Adam and our two-year old son, with respect to the draft outer green belt management plan 2018 (regarding Te Ngahere-o-Tawa). We live in Johnsonville but have parents/grandparents and other close family in Tawa so we visit very frequently.

We welcome the plans to provide more and better accessible outdoor areas.

We would be pleased to see replanting of nectar and berry plants to support birdlife.

However, we do not support using the flat area adjacent to Kiwi Crescent for a carpark. There is already adequate parking in the area. We would prefer to see a gentle circular walking track that is accessible and manageable for those members of the community who are disabled or cannot cope with walking up hills.

This area is shaded by the hills and isn't very sunny, so it is not a good location for a playground. There is a playground nearby. In fact, there are already lots of awesome playgrounds in Tawa.

We'd also love to see a bike track for young kids (similar to that at Johnsonville West School).

Thanks.

Olivia Porter
[REDACTED]

Shona McCahon

From: BUS: Outer Green Belt Management Plan
Subject: FW: Johnstons Hill Karori

From: Cheryl Corrado [REDACTED]
Sent: Friday, 8 March 2019 1:44 PM
To: BUS: Outer Green Belt Management Plan
Subject: Johnstons Hill Karori

Hi there,
Please, please do not turn the Johnston Hill reserve into another bike trail. It seems to be the only place left in Karori that I can freely walk with my dog without the worry of a bike. Since changing all of the Makara area and back of Karori Park into a bike tracks, there is not much left on this side of Karori to walk without bikes.
Kind regards,
Cheryl Corrado

--

Cheryl Corrado
[REDACTED]

Shona McCahon

From: BUS: Outer Green Belt Management Plan
Subject: FW: Terawhiti Station submission on the Outer Green belt

From: Paul Laing [REDACTED]
Sent: Friday, 8 March 2019 4:42 PM
To: BUS: Outer Green Belt Management Plan
Subject: Terawhiti Station submission on the Outer Green belt

To Whom it May Concern,

On behalf of Terawhiti Station I wish to include a specific submission on Blocking Vehicle Access on the South Coast, West of Karori Stream (if not Red Rocks).

Over the many years Terawhiti Station has operated the farm it has witnessed a substantial increase of Environmental Damage in various forms to the Fragile ecosystem.

- The most obvious is the stripping of vegetation and topsoil by 4wd vehicles playing hill climbs on the slopes. This creates irreparable damage which is further eroded during rainfall. Grassed areas that had been used for generations as picnic and camp sites now resemble a Quarry.
- By not sticking to the existing tracks, vehicles create an ever increasing width of bare ground, prone to erosion and unable to support life.
- Many Sea Birds live in the area and some nest on the Gravel which vehicles drive over. There is often evidence of nests, eggs and chicks have been run over including those of the rare Dotterels and Black Billed Gulls.
- Large amounts of litter are left including glass bottles that eventually become broken on the rocks.
- Seals are often disturbed from basking on the shoreline.
- Many fires are lit in the area, we expect there will be an out of control scrub fire sometime soon.
- Paua Poaching is carried out most weeks of the year in huge quantities. Thousands of shells of freshly shucked paua, with most being undersized can be found along the coast. Sometimes, stolen vehicles are used and then left in the area.
- Other Vandalism in the form of damage to gates, fencing and buildings is a regular occurrence.
- Firearms and poaching has resulted in a number of Police call outs.

If vehicles were blocked from the area, the farm could better keep out grazing animals (no more fence and gate damage) and restorative planting could be done more successfully to help the area recover.

Paul Laing
 Director
 Terawhiti Farming Company Ltd



Shona McCahon

From: Carol nichola Andrews [REDACTED]
Sent: Sunday, 24 March 2019 7:45 PM
To: BUS: Outer Green Belt Management Plan
Subject: Outer Green Belt comment

Dear Wellington City Council

Here is my submission on the Outer Green Belt.

Submission on the Outer Green Belt Management Plan to Wellington City Council. Due 25/03/19

My feedback is based in a concern for the native ecosystems of this country, and in particular, a concern that the bush as habitats for New Zealand wildlife must be conserved and restored. Without conscious evidence-based conservation our native plants; birds; insects; fungi; and our mammals (native bats) will gradually go extinct through the activities of human beings. Further to this, maintaining; restoring; and increasing our forests contributes to actions against climate change through taking carbon out of the atmosphere. I strongly believe that, as the native flora; fauna; etc. have no voice, we must speak for them and that to do any good in the longer term i.e. the next 1000 years, we must put them first. There are many ways that Wellington City Council and the community can do this through its decisions relating to the Outer Green Belt.

I would like to see ecological restoration and minimal-disturbance human access, be two key principles in managing the Outer Green Belt.

My key points are:

A) In the Forest of Tawa / Te Ngahere o Tawa and Spicer Forest above as far as the new road (Spicer Road or Meridian Road, called Spicer Road in this submission).

1. I ask that you do not harvest the Pine trees, even as a gradual process except in cases of severe health and safety risk e.g. of falling on or near the footpath. The native understorey of bush is doing well by itself: it is often at least three or four metres in height. The pine trees will gradually fall over time e.g. in storms, and the natives will continue to grow around them and replace them. Harvesting the pine trees is unnecessary and risks disturbance to insects and birds and would disturb the tranquillity of the forest enjoyed by people as they walk through it. Furthermore, pine trees are a habitat to some of our increasingly rare wildlife such as the NZ

native Falcon which is frequently seen in and above the pine forests in Tawa, native bats which can roost in holes but are likely to go extinct; and Kaka which make nests in holes in trees and are beginning to be seen in Tawa (thanks to the influence of Zealandia); and the many invertebrates.

2. If it is necessary to remove a tree for health and safety reasons in future, as is currently the case near Duval Grove in Tawa, I ask that where possible the trees be left on the ground so that the nutrients return to the soil (and indeed add to the soil). To pro-actively assist the wildlife, even when health and safety is the main driver, I ask that ecologists provide advice as to how habitat conservation and restoration can be a key component. I am pleased by the plans to replant the area currently affected with native tress and ask that you go further by making easy roosting places for bats or nesting places for Kaka in dead trees trucks where safe heights of these can be left standing to encourage these creatures. As a part of predator free 2050 we need to ensure that native habitats in Wellington will be in good ecological health and that they are able to provide homes for species with currently very restricted ranges (almost entirely through past human activities).
3. I ask that priority is given to restoring the water quality and ecological health of streams. In the stream that runs down through the Forest of Tawa there are places where road run off (and possibly other sources of non sewer waste water) is going into the stream. This needs to be prevented.
4. The stream banks and other nearby banks are home to glow worms and probably many other largely invisible invertebrates. The glow worms can be easily seen at night at the lower areas of the track. I believe that the best way to help these creatures is to leave the streams and banks alone. Any plans to change things could inadvertently destroy these amazing native creatures or damage their habitat. I ask that any plans including health and safety or human use take this into account and are careful not to disturb the glow worms.
5. Currently, there are issues in the Forest in relation to use by the public including: cycles traveling too fast down the (in places very steep) track; and recently off-road motor bikes traveling up and down it. These create health and safety issues for walkers / runners, and in the case of the motor bikes, immense disturbance to the tranquillity of the forest for humans; its birds; and other wildlife. I support the Council's view that there is no need for cycle tracks in this reserve and I strongly advocate that we must do what is best for wildlife and the full restoration of the native ecosystem. There are other cycle ways from Tawa to Porirua. I strongly support keeping the track through the Forest of Tawa for people on foot which I believe best supports conserving and restoring the forest's ecological health. If the Council believes that it is necessary for there to be a cycle track through the forest, I suggest that this should be a separate path from walkers and that the pleasant undeveloped nature of the existing path be retained.
6. I support development of a modest native tree arboretum in space already cleared of weeds at the bottom of the track. With such a great re-generating forest in the middle of Tawa we have a fabulous opportunity to increase community understanding of the bush and its importance as an ecosystem and how the Tawa community has a key role in conserving it into the future. The small arboretum would have educational material about the regenerating forest, its habitats and its wildlife, and how we can help it. I would like to see this done manually over time

with input from the community and advice from experts, and without heavy machinery e.g. choosing and planting some example native trees; and creating examples of habitat restoration (e.g. examples of pest control; bird and other nesting opportunities; perhaps a feeding area for native birds similar to those at Zealandia).

7. I strongly oppose having a car park; playground; or any road in the forest. These are unnecessary; would damage and reduce the ecosystem rather than restore it and are therefore harmful to the wildlife. The Tawa community voted , at a community meeting, strongly in favour of the council purchasing this land as a nature reserve. The council needs to acknowledge this and act in ways consistent with it. In addition, this sort of development uses resources and machinery that increase our carbon emissions and for this reason too are untenable. I believe that, other than a place to walk and enjoy the forest and its wildlife, human recreation should focus on understanding and contributing to helping conserve the forest and its fragile wildlife for now and into the future.

B) The following feedback refers to the native bush areas between Upper Stebbings Valley and Redwood Bush.

1. I strongly support protecting and conserving the areas of native bush that currently remain. With the development of new houses the number of cats (and rats) close to the bush will inevitably increase massively. I ask that planning includes how to keep predators out of the nearby bush. My suggestions include: a cat proof fence at the top of the valley with a gate for people to access any track made, and a virtual fence of traps around the margins of the bush which are monitored.
2. I support formalising the track that currently leads up from Redwood Bush, along the Stebbings Valley fence, along the old army track (or though the pine trees marked with an orange x) and up to Spicer Road / Meridien Road (the road that was built to put in the wind farm). People could then easily link to other tracks e.g. Te Araroa; Rangituhi / Colonial Knob or back down into Tawa via the Forest of Tawa / Te Ngahere o Tawa track. This would also create a 2 – 3 hour loop bush walk, by way of the Redwood Bush track, which would contribute to well being of our community; and the sustainability of the bush.

Thank you for the opportunity to provide feedback on your plan.

Please note I am a member of the Friends of Tawa Bush Reserves who have put in a submission. This submission is from me as an individual resident of Tawa.

Kind regards

Carol Andrews

[REDACTED]

[REDACTED]

[REDACTED]

First Name:

Last Name: *

Rob and Michelle

Ogilvie and Lawrenc

Organisation:

On behalf of:

Postal Address:

Suburb:

Crofton Downs

City:

Wellington

Country:

New Zealand

PostCode:

6035

eMail: *

Preferred method of contact

☒ Email☐ Postal

Daytime Phone:

Mobile:

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Do you agree that the Vision statement on the front of the [Summary Document](#) or in [Part 2 of the draft plan \(starts page 12\)](#) captures what is special about the Outer Green Belt Reserves?

☒ Yes☐ No☐ Don't know

If not, why not?

2. Looking at the [Summary Document](#) section ‘What is the Outer Green Belt?’ or at [Part 2.3 \(starts page 13\)](#) and [Part 3 \(starts page 16\)](#) of the draft plan, do you agree with:

| | Yes | No | Don't know |
|------------------------|----------------------------------|----------------------------------|-----------------------|
| The Guiding Principles | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The Key Values | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

3. Looking at the plan highlights in the [Summary Document](#), do you think these will help achieve the Vision that *the Outer Green Belt...*

| | Yes | No | Don't know |
|--------------------------------------|-----------------------|-----------------------|----------------------------------|
| is Wellington's wild green connector | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| visibly defines the edge of the city | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| protects and connects nature | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| invites people to escape and explore | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Why/why not?

4. Looking at [Parts 3.6 \(starts page 30\)](#), [3.7 \(starts page 31\)](#) and [4.6 \(starts page 65\)](#) of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

- ☐ Yes
- ☐ No
- ☒ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years ([refer to part 4.5 of the draft plan](#) - starts page 52). Do you agree that this should be the main priority?

- ☒ Yes
- ☐ No
- ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green

Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3 - starts page 54). [Click here for maps showing the proposed track networks.](#)

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

| | Yes | No | Don't know |
|----------|-----------------------|-----------------------|----------------------------------|
| Sector 1 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 2 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 3 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 4 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 5 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 6 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Sector 7 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

8. Do you support the draft plan proposal to phase out grazing animals?

- ☐ Yes
- ☒ No
- ☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

- Careful fencing and use of cattle stops along the tracks can provide a good solution, enabling grazing animals to remain in the Outer Green Belt.
- Grazing animals are an important heritage feature of the Kilmister Tops, dating from at least Sky Farm in the early C20th.
- Many people enjoy seeing and interacting with grazing animals.
- Grazing animals keep ridges more open and accessible at lower cost.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones ([refer to the map of the entrances on page 60 of the draft plan](#)). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

| | Yes | No | Don't know |
|--|----------------------------------|----------------------------------|-----------------------|
| Do you support this proposal? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you think it will encourage more people to use the Outer Green Belt reserves? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

1. Wrights Hill
2. 268 Ohariu Valley Road
3. Ohariu Valley Road or Upper Stebbings Valley
4. Chartwell Bush / woolshed.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

- ☒ Yes
☐ No
☐ Don't know

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions for each sector (shown on the Map Page), sector descriptions.

11. **Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

12. **Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

13. **Sector 3 (Kaukau)** extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

14. **Sector 4 (Chartwell/Karori Park)** extends from Chartwell Spur above Crofton Downs through to the

Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

| | Yes | No | Don't know |
|---|-----------------------|----------------------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

15. Sector 5 is Makara Peak. This sector includes the mountain bike park.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|-----------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

- Horses and horse riding have been a significant features of the valley for well over a century, since the days of Sky Farm and were strongly supported by the Kilmister family.
- The continued presence of horses supports the heritage nature of the area and is supported by the public.
- I and my family appreciate seeing and interacting with horses and horse riding close to the city.
- The continued presence of horses is not inconsistent with development of the tracks and the reasonable development of the wetland project, if adequate fencing, gates and cattle stops are put in place - giving the public an overall richer experience.

16. Sector 6 (Wrights Hill/Zealandia) extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

17. **Sector 7 (Te Kopahou)** extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

| | Yes | No | Don't know |
|---|-----------------------|-----------------------|----------------------------------|
| Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support community partnership in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Does the draft plan support use of this sector by a wide range of people? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Do you agree with the actions for this sector? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the [proposed reserve classifications in the draft plan](#)? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan.

- We submit the proposals should be modified and implemented in a way that permits the continued grazing of farm animals and horses.
- Grazing animals, horses and horse riding have been a significant feature of the area for well over a century, since the days of Sky Farm and was strongly supported by the Kilmister family.
- The continued presence of grazing animals and horses are supported by members of the public.
- I and my family personally appreciate seeing and interacting with grazing animals, horses and horse riding close the city.
- The continued presence of horses is not inconsistent with development of the tracks and the reasonable development of other projects if adequate fencing, gates and cattle stops are put in place.

Attached Documents

| File |
|---------------------------------------|
| Outer Green Belt Management Plan 2019 |

Shona McCahon

From: BUS: Outer Green Belt Management Plan
Subject: FW: No More Bikes Please

From: gavin hewitson [REDACTED]
Sent: Saturday, 9 March 2019 9:31 PM
To: BUS: Outer Green Belt Management Plan
Subject: No More Bikes Please

To whom it may concern,

I just recently heard about the proposal to increase the mountain bike tracks into the Johnson hill area. This area is the last part of land I feel like I can take my dog and my children without the possibility of getting hit by a bike. I understand the desire to expand the trials, but as I just think there there is already sufficient trails to the south and room for further development out that way rather than claiming walker only areas.

I love walking around the bush and not having to worry about getting hit by a bike and the same goes for my family. Please do not extend the trails into the Johnson hill area.

Kind regards,

Gavin

--

Gavin Hewitson
Victoria University, Class of 2018
Major in History
Cell: [REDACTED]
Email: [REDACTED]

Shona McCahon

From: BUS: Outer Green Belt Management Plan
Subject: FW:

From: Michael Grace [REDACTED]
Sent: Sunday, 10 March 2019 12:15 PM
To: BUS: Outer Green Belt Management Plan
Subject:

To Whom it May Concern,

I wish to include a specific submission on blocking vehicle access along the unformed legal road on Wellington's south coast, west of Owhiro Bay.

Following seemingly constructive discussions with council staff about proposing to stop the legal road from Owhiro Bay west along the south coast I was dismayed that no such proposal was included in the latest Outer Green Belt Management Plan.

Vehicle access along the south coast has, and continues to facilitate environmental degradation, illegal paua poaching, trespassing onto Terawhiti Station, harassment of livestock (we have evidence of cattle being driven over a cliff resulting in an animal having to be put down due to broken legs) and damage to Terawhiti Station infrastructure (cutting of fence wires to allow illegal vehicle access, gates damaged to facilitate illegal access).

With regard to environmental damage the most obvious is the stripping of vegetation and topsoil by 4wd vehicles playing hill climbs on the slopes. This creates irreparable damage which is further eroded during rainfall. Grassed areas that had been used for generations as picnic and camp sites now resemble a Quarry. By not sticking to the existing tracks, vehicles create an ever increasing width of bare ground, prone to erosion and unable to support life.

Many of the vehicles are used to play in the mud, therefore creating unnatural muddy streams which affects water quality.

Many Sea Birds live in the area and some nest on the Gravel which vehicles drive over.

Large amounts of litter are left including glass bottles that eventually become broken on the rocks. Seals are often disturbed from basking on the shoreline. Many fires are lit in the area, often by very irresponsible and inexperienced people, it is very likely that there will be an out of control scrub fire at some time soon.

Paua Poaching is carried out most weeks of the year in huge quantities, we have often found thousands of shells of freshly shucked paua, with most being undersized.

Sometimes, stolen vehicles are used and then left in the area.

Firearms and poaching has resulted in a number of Police call outs.
 Gates can not be used by the farm as they will be continually left open.

I understand that WCC cannot legally block access to legal roads. However ignoring such a prevalence of illegal activities along this stretch of coast, and ostensibly leaving Terawhiti to have to manage many of these issues cannot continue unabated.

I have no issue with access by foot or bike. However allowing 4wd access along the coast causes so many issues. I would like to propose that WCC initiate the process of stopping the unformed legal road from Owhiro Bay westward, with the road then being re-classified as public reserve and managed within the Outer Green Belt Management Plan. This would remove Council's responsibility to have to maintain the road, would reduce damage and would support restoration of the ecosystems.

Michael Grace
Shareholder, Terawhiti Station

[Sent from Yahoo Mail for iPhone](#)

Draft Outer Green Belt Management Plan Submission to the Wellington City Council

From Peter Metham

Sent to: outergreenbelt@wcc.govt.nz

10 March 2019

Dear Councillors,

I live at 21 Versailles Street. I moved there in 1996.

As WCC councillors, you are carefully developing a management plan for the Outer Green Belt. Your objectives and efforts are noble and to be commended. In general, your plan is likely to enhance residents' enjoyment of this unique and valuable open space.

No doubt you would like to adopt a one-size-fits-all approach and you are keen to avoid too much argument and discussion. You would probably prefer not to make any exceptions. However, the very reason that you are reading submissions from residents such as me is that you want to avoid any unintended consequences and in particular you want to identify and manage any risk associated with the plan. The whole purpose of seeking submissions is to learn from the residents that you serve and thereby forestall costly errors. You are to be commended for reading these submissions carefully, thoroughly and right through to the end.

I am writing with regards to one particular section of the plan - the part referred to as "*Zealandia Buffer – 133F Messines Road, Karori*" and *Map Reference 6.2.3*. Please refer to Appendix A for a copy of part of that section.

The notes state that the "*Existing situation*" is: "*A narrow strip of land between Zealandia and residential properties, originally for fire break purposes.... mainly lawn...*". (In fact, the strip backs on to private property in Versailles Street from #21 to #43.)

This narrow strip of land is not just, "*originally a fire break*", it CURRENTLY is a fire break - of great importance to the residents next to it.

Any action on the part of the council that interfered with that function would put the residents' lives in serious danger in the event that a fire raced up the hill from Zealandia.

In the event of such a catastrophe, the council that voted to meddle with this firebreak would, despite any insurance it thinks it might have, be subject to lawsuits for damage and prosecution for negligence. The negligence would be easily proven given that council has now been made fully aware of the prime function of the strip.

Hence, the fact that the plan includes "*Future development*" comprising, "*restoration of native vegetation*" in place of the existing grass, should be of major concern for every councillor. Undertaking such a reckless move would convert the fire break into a major accelerant for any fire that broke out - with catastrophic consequences.

Councillors should be under no illusion that replacing grass with shrubs and bushes will do nothing other than significantly increase the risk of damage to property as well as injury and fatalities from a fire racing up from Zealandia.

The New Zealand Fire Service recommends the following actions to reduce the risk of fire spreading:¹

- *Keep lawns watered and green during the summer months;*
- *Remove all trees, long grass, shrubs and logs, branches, twigs and needles within 10 meters of your house, as they are fuel for fire;*
- *If you have vegetation against your house, consider removing it or replacing plants with less flammable species.*

Note that the Fire Service is NOT recommending replacing grass with plants – it is recommending the removal of plants and long grass. Please refer to the second bullet point above.

It would be patently ridiculous to suggest that replacing grass with a native species of shrubs would lessen the fire risk. Even if the species of plant was intrinsically less flammable than grass, replacing grass with shrubs and bushes would increase the amount of combustible material by a factor of a hundred or even a thousand.

Councillors should not make the mistake of thinking, “*it won’t happen to me*”. There have been fires in Karori. To quote from FRI Bulletin No 197 Forest and Rural Fire Scientific and Technical Series Report No. 1,

*“During the 1993/94 fire season, the residents of the Wellington suburbs of Karori and Silverstream were subject to continued risk from fires caused by arson. Home owners living on the ridge-top roads of Montgomery Crescent and Appleton Street (Karori) were threatened by these fires on February 16 (McEwans Fire), and March 1 (Montgomery Crescent Fire).”*²

We are in a period of rapid climate change. We have been told to expect long periods of drought. Such events would turn any “*native vegetation*” into a large quantity of explosive material that would ignite with incredible ferocity and would spread fire to buildings that lie adjacent. The nett result would be the destruction of most homes along the strip accompanied by a commensurate amount of injury and death, especially if the movement of firefighters was impeded by shrubs and bushes.

¹ Retrieved from <https://fireandemergency.nz/at-home/protect-your-home-from-outdoor-fires/> on 11 March 2019

² Retrieved from <https://scion.contentdm.oclc.org/digital/collection/p20044coll13/id/18/> on 11 March 2019

The strip in question is not like other parts of the Green Belt. It is a very narrow strip. Houses along the strip feature lounges and bedrooms with large windows. This is no place for a walking track. Such a track would compromise the peace and security of residents.

It is therefore grossly irresponsible for the plan to include the words, “*potential for future track*” in the “*Future Development*” section. Councillors have a duty of care to ensure that their actions do not unnecessarily harm or injure the lives of residents. Agreeing to a track just a few meters away from residents’ bedrooms and lounges would be irresponsible and something that individual councillors themselves would not accept in the vicinity of their own home.

In fact, the proposal to add a walking track and buffer zone to the strip is just daft. There already is a walking track outside the fence just below a “buffer zone” of native plants between the strip and Zealandia as can be seen in the photograph in Appendix A of this submission. The positioning of the track and buffer zone was the end result of consultation between the City Council, the sanctuary trust and us from 1995 until 1998. Nothing has changed since then and we can’t understand why the Council thinks that there is something wrong with the arrangement that has been in place for the last 20 years.

But make no mistake. We are a hospitable group of people and when a visitor arrives near the strip, we welcome them. Some even get a cup of tea.

The proposal in the plan to replace grass with shrubs and bushes and allow the potential for a walking track is already causing distress for the residents along the strip. After talking to my neighbours it is very clear that the degree of anxiety about the potential for their children or themselves to be burnt to death is already at levels requiring medication.

There was never any need for this. An agreement has been in place between the council and the residents along the strip for many years. Even, the 2004 Outer Green Belt Management Plan notes,

*“This land bordering Versailles Street has been the subject of discussion as to its best use and status. As public land purchased for sanctuary purposes by Wellington City Council, it should be protected. **However, it has been maintained and used in common by Versailles Street residents for many years as an open green strip bordering 10 or more houses on the eastern side of the street.** The present title boundary runs very close to some of these houses and the area may not work well as a reserve without some rationalisation of this boundary and clear definition of its use and management ...”*

Yes, we have maintained the fire break on behalf of the council.

A sensible, practical understanding has been in existence since well before 2004, whereby the council trusts the residents to look after the strip and the residents do exactly that. In fact, the maintenance that we do undertake is something that WCC Parks and Gardens appear not to be willing to do. I was being treated for cancer last year and it was not convenient for me to mow the grass slope next to my house. The slope has a maximum incline of about 30 degrees, so it’s not so easy for me while I recover from treatment. But such a slope is not a problem for council workers. I have already sent photos to Parks & Gardens showing WCC workpeople mowing

lawns in the Botanic Gardens with a slope of 60 degrees. Refer to Appendix B for a photo. However, given my need for recovery time, I asked Parks and Gardens to do what they had always done until about 3 years ago, i.e. mow the slope. They have refused, and despite my pointing out the fire hazard, they say it would be mowing for the sake of mowing and they are not interested in fire breaks.

What this episode underscores is that there is virtually no possibility that the council would properly maintain a set of shrubs and bushes if they were planted. The council would allow them to grow and become dishevelled, creating a major fire hazard and blocking access to the Fire Brigade when trying to extinguish an inferno and save lives.

Here is what I want to see happen and what I think is appropriate and in the interests of proper risk management and the protection of the council from prosecution for negligence.

1. With regard to the plan as it ascertains to the strip in *question*:

a) *Remove the following statement:*

"The Council considers that the land should be completely revegetated to strengthen the natural barrier 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"

b) In the map section on page 14, remove all references to revegetation using native species and to the possibility of a walking track.

2. With regard to the plan as it ascertains to the strip in question:

a) Council recognises that the strip is fundamentally a fire break, and always has been.

b) Council recognises that the strip has been maintained by local residents in the past and welcomes a continuation of this community minded approach.

c) Council agrees to put in place a process to develop a well thought out MOU between the council and the residents next to the strip. In essence the MOU will say that the residents from 21 to 43 Versailles St (odd numbers only), without prejudice, agree to mow the lawn and look after the strip to the best of their ability. For its part, the council trusts the residents to do that and to otherwise leave the residents alone. Such a process to establish an MOU was promised in the 2004 agreement.

d) Given the age and health of the person currently residing at 21 Versailles Street (me), the Council agrees to mow that particular slope at regular intervals in the interests of maintaining a secure fire break all the way down from the water tank.


Regards

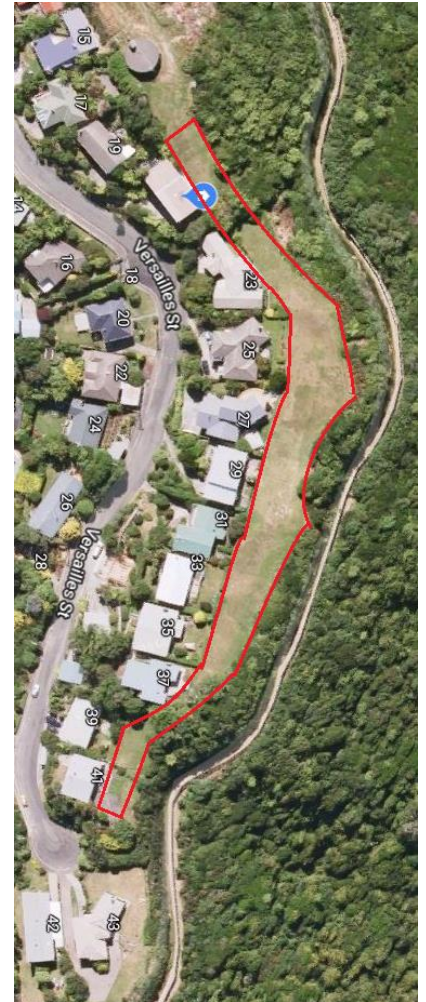
P. Metham

Peter Metham

[REDACTED]

Appendix A: Entry on page 14 of the Proposed Reserves Classification Outer Green Belt Management Plan 2019

| | |
|---|---|
| Name and Location | Zealandia Buffer – 133F Messines Road , Karori |
| Proposed classification | Scenic b |
| Map reference | 6.2.3 |
|  <p>1:5,000</p> <p>0 50 100 200 M</p> | |
| Existing situation | <p>A narrow strip of land between Zealandia and residential properties, originally for fire break purposes. Intended to be for public enjoyment and as a buffer to Zealandia. Mainly lawn, with a number of encroachments by neighbouring residential properties.</p> <p>Reasonably flat site</p> |
| Future development | <p>Removal of private encroachments and restoration of native vegetation as a buffer to Zealandia. Potential for a walking track.</p> |



Appendix B: WCC workman happily mowing a 60 degree slope



Wellington Botanic Gardens - 29 January 2019

Shona McCahon

From: Michael & Karen Hofmann-Body [REDACTED]
Sent: Tuesday, 12 March 2019 7:41 PM
To: BUS: Outer Green Belt Management Plan
Subject: Te Kopahou reserve

Hi

I live in Island Bay and Te Kopahou reserve is a key place for our family to get into the outdoors. I would totally support increased recreational access and facilities in this area. It would be great to have a walking /mountain bike track up Hape Stream to connect with the tracks up by the windmill and Tip track. It would be great to have a loop we could easily ride from home.

I also support the idea of tramping in this area and an overnight hut would be great.

It is fantastic to see the increase in native bush and birdlife creeping down Happy Valley and we look forward to seeing the bush regenerate further in Te Kopahou reserve.

The little landfill just off Tip Track is a bit of an eyesore and it would be good if that could be managed better/screened by planting or something.

Thanks
Karen Hofmann-Body
Island Bay.

~~~~~  
Karen, Michael, Charlotte and Sebastian Hofmann-Body

[REDACTED]  
Island Bay  
Wellington 6023  
[REDACTED]

## Submission on Draft Outer Green Belt Management Plan January 2019

Perhaps one of the easier tasks in society is to criticise the written works or comments of another. The converse is that for most it's damned hard to create starting dialogue in whatever form.

While the following notes may appear harsh at times the intent is to highlight what I perceive as errors or omissions in the Draft Outer Green Belt Management Plan.

No comments should be taken as a personal criticism.

These observations are varied in nature, pose questions and in some cases lecture. Hopefully they will assist in the preparation of a final document.

I wish you well with your task.

Here we go:

Page 6

Map of the Outer Green Belt Reserves

One-time retailer Alan Martin coined the phrase "it's the little things that count"

Just a few pages into the plan officers let themselves down. The base map, appears to show the boundary of what was the old Sinclair Head Recreation Reserve and Red Rocks Recreational Reserve. Those two were amalgamated almost nine years ago. Yes I know it's trivial but as a statutory plan there is an expectation that it will be accurate in all facets.

If on the other hand the lines represent individual parcels of land each under separate title one is left to question why this overlay has been used? The primary purpose of this map is to show broad boundaries or the shape of the Outer Green Belt.

Page 13

Guiding Principles

While it is nice, to talk about natural skylines, connectivity, landscape character etc. I suggest there is something lacking - that being the "statutory requirements". Not one of the five headings addresses the legislative provisions of the Reserves Act. Surely guiding principles should be taken from the legislation.

Page 23

3.4.1 Maori settlement

Paragraph two in part reads "Identified sites of significance to mana whenua within the Outer Green Belt include karaka grove settlements" Could I suggest this should be karaka groves associated with settlements.

Perhaps you could identify the primary species identified as "animals" that were utilized as a food resource.

Page 27

### 3.5.1 What People do.....

Given that the plan should extend south to the high tide mark why was 4WD/diving not included among the 15 forms of recreation? As a matter of interest where in the Town Belt is the rock climbing undertaken?

Page 33

### Map of Wellington's Carbon Forests

The legend at the foot of the page includes "OGB Reserve". The outer green belt is not a "reserve", but rather a management zone comprising a number of reserves of different classifications along with land Council choose to manage as if it were a reserve.

Page 34

### 4.1.1 Land Administration – Objectives

The first bullet point reads **"To administer and manage the Outer Green Belt reserves in a manner that reflects their reserve status or proposed purpose....."**

On paper such a goal is commendable. Equally importantly it is in keeping with Councils own Wellington Heritage Policy 2010- Objective 4 "To ensure the best practice in heritage conservation is followed by Council staff, heritage practitioners, owners and occupiers of heritage buildings and archaeological sites, and to minimise the loss of heritage values".

Now let's look at reality. It has been nine years since Council sought (and received) the approval of the Minister of Conservation to re-classify the then Sinclair Head Recreation Reserve and the adjoining Red Rocks Recreation Reserve to Historic Reserve. As a key player and lobbyist along with Ngati Toa, Wellington Tenth, then New Zealand Historic Places Trust and others, we were expecting improved or more specific management with the Historic designation. With hindsight what a silly thought. Try searching Council's web site, nothing. signage promoting the Historic Reserve-nothing, printed material-nothing, development/implementation of conservation plans-nothing.

Using the Red Rocks/ Pariwhero Historic Reserve as an example Council have in my opinion not been a good statutory manager of lands designated Historic Reserve under the Reserves Act 1977 the very act being used to advance the Outer Green Belt vision.

Page 34

### 4.1.2.1 (2)

Submitters are potentially being asked to endorse a classification as scenic reserve without understanding the range of statutory possibilities. The discussion document should have included appropriate extracts from the Reserves Act. While I have no objection to the proposed status it is the process I wonder about. If public debate has already occurred clarity could have been provided by making reference to it.

Page 38

### Explanation

Comment here includes "Restoring indigenous vegetation cover to the headwater land will improve water quality and habitat for freshwater species" The statement begs the question would exotic



vegetation in the headwaters achieve an equivalent or similar result down- stream. Clarity would seem necessary.

Page 40

Map

If the Outer Green Belt extends to the coast (as mentioned in Preface) why is the area between Hape stream (Spooky Creek) and just beyond Sinclair Head not shown as OGB?

Page 43

4.2.2.6

My recollection is that the South Coast Management Plan made it clear fires were NOT PERMITTED. If one was to be consistent then this plan should also include a precise statement. As it stands this section offers no clear direction.

Under the Explanation it is claimed the frequency of fires has decreased in recent years, largely because of regenerating indigenous vegetation supplanting flammable gorse. Can you please confirm data is available to substantiate the claim? What method was used to rule out a decline in firebug activity?

Page 47

4.3.2.3

Here, there is a belief staged harvest of selected blocks will maximise timber value. What blocks are involved and what harvest strategies are contemplated to achieve the stated goal? A further point of consideration is would “staged harvest” increase, decrease or have no impact on roading and other fixed costs. Recent media items attribute improved prices exceeding \$12 /JASm3 to rising prices in China and India, and falling ocean freight costs. The domestic market for logs had a very stable start to 2019 with no significant changes in log prices. Are you absolutely sure a staged harvest of relatively small forests will really maximise timber value?

Page 50

Objectives 1 & 2

I suggest Council has fallen short on these goals with respect to the Red Rocks/ Pariwhero Historic Reserve. See comments under 4.1.1 – Land Administration-Objectives.

A further personal observation demonstrating lack of commitment/ recognition stems back to the early 2000’s if not earlier. Council were to list the historic baches in the District Plan. Despite the passage of nearly two decades nothing has eventuated. Explanations over the years have ranged from “appears the listing was overlooked” to comments such as “the matter was outside of the current review”. Does Council intend to honour the inclusion of the baches in the District plan and if not why so?

Action point (a) is to develop and maintain an inventory of all sites and features of cultural and heritage interest or value within the Outer Green Belt. Given much of the land has been under Council administration for decades why has this not previously been done? Perhaps the plan should include reason why this is only now being picked up.

Page 53

4.5.2.2

Motorised Vehicles

As a general premise **I support the vision for “Managed”** use of motorised vehicles within Council reserves. That said existing wording appears extremely heavy handed. My plea is to reword making allowances for a range of requests subject to reasonable constraints.

The following wording raises a number of issues “A significant change in this Plan is the proposal to extend the Outer Green Belt to the South Coast, which means the unpaved road around the coast from Te Kopahou Visitor Centre is now part of the Outer Green Belt”.

The obvious question is – Would the unpaved road (an unformed part of Owhiro Bay Parade) indeed be part of the Outer Green Belt as you would have the public believe or is the unformed road “bounded” by the Outer Green Belt. The answer to this question is I believe quite significant. **I agree with the statement that careful management of access along the road is required.**

I suggest if you were to look at your permitting documentation carefully you will find only one 4wd club has been granted access permits. It is incorrect to say clubs. To provide a little background, the use of Te Kopahou by the Cross Country Vehicle Club is in part recognition of the “public good” the club provides to Council and the wider community. Dare I say it most recreational users are just out for themselves and generally put little if anything back into this area.

It concerns me that the Draft Plan includes “Commercial motorised vehicle tours on the Outer Green Belt will not be permitted.” Such wording could impede future tourism opportunities. As an example a quality operator wishes to drive visitors to a distant point within Te Kopahou to view Kiwi at night. No attempt has been made to explain the reasoning. More importantly given Owhiro Bay Parade between the Te Kopahou Visitor Centre and a few hundred metres past Sinclair Head would be part of the Outer Green Belt (and Commercial motorised vehicle tours are not permitted) what then of operators like Seal Coast Tours who have operated for a number of years?

Page 58

Map

Legend refers to OGB Reserve  
See earlier comments.

Page 61

4.5.2.4

Item 6

Why limit time/distance info to just major tracks?

Reference is made to “codes of behaviour” elsewhere I thought the term was “rules” What are they and can I please be provided copies of those published to date?

Page 62

4.5.2.5

Dog Walking

Like several areas in this plan there is a void around breach of conditions.



Seeing dogs running off leash in the vicinity of Red Rock/ Sinclair Head is very common. Given it is classified as an on leash area there would seem a requirement to educate dog owners and undertake enforcement action should there be repeat offenders.

As silly as it may be, I am highlighting the fact that if you impose conditions (which in most cases are justified) then you have an obligation to enforce them.

Both ground nesting birds (e.g. penguin/ banded dotterel) and invertebrates are potentially at risk from unrestrained dogs.

Page 72

4.4.3.1

It is hard to believe a long established local authority with statutory responsibilities still needs to develop an inventory of sites and features of cultural and heritage interest or value within what is effectively reserve land.

Page 77

5.3.1

Text of concern here reads “freedom camping of only self-contained campervans in the designated area at Te Kopahou coastal entrance up to a maximum of four nights in any calendar month” For clarity of this policy I suggest you need to set out the reasons why it is only available to self - contained campers. Clearly the presence of town water supply and public toilets is insufficient through the eyes of Council to permit non self -contained campers. The NZ Government web site addressing freedom camping includes “use public toilets if you don’t have a self -contained vehicle”

Page 78

5.3.1.1

The introductory paragraph reads “In order to protect the **park**” (emphasis added). The use of the word “park” is assumed to be a genuine error.

Page 84

5.3.3.1

(3) The following activities are specifically prohibited:

“Open fires other than permitted under the Wellington Consolidated Bylaw”

As I read the Bylaw it seems to focus on nuisance and safety. There appears, NO provisions to uplift permits to light fires or light a type /class of fire in the absence of formal authority (e.g. hangi/umu)

Turning now to the Fire and Emergency Act and the agency’s policies it appears that in the case of Red Rocks you need:

- A FENZ permit (required during both an open and restricted fire season), and
- You need to have obtained permission from the landowner or occupier-WCC.

When I phoned Council's Call Centre to make enquiries about fires at Red Rocks it was suggested I contact FENZ. Internal guidelines may need to be checked.

Given rainfall data suggests February is Wellington's driest month and we are currently in a "restricted fire season" it is surprising there has been no signage prohibiting or warning of fire dangers at or near the Te Kopahou Visitor Centre.

Page 158

Sector 5 Makara Peak

As an observation I note much of the text focuses on the mountain bike park and perhaps that is appropriate when discussing biking activities. Why is there no discussion about management of the area in respect to its primary land designation –Scenic Reserve? Without being picky what could be lack of internal policy to call things what they are appears to have created confusion. The high point (412 mtrs) has been named by the NZ Geographic Board (Nga Pou Taunaha O Aotearoa) as **Makara Hill** which is also the name used in the draft plan under 6.5.2, Thus one would have expected the Scenic Reserve to be named Makara Hill SR. The NZ Gazette shows Makara Hill. Confusion occurs when reference is made to an entry in the NZ Gazette by Kevin Lavery, Councils Chief Executive. In relation to at least one parcel of land the reserve name has been shown as Makara **Peak**. Perhaps text here needs to clearly set out the correct name of the reserve and purpose of its designation. Frankly as it stands it appears to be a lump of land with a primary use of mountain biking. Would a designation of Recreation Reserve have been more appropriate for this area? Should Council be working towards re-designation?

Given the public have "freedom of entry and access" to Scenic Reserves I suggest it is appropriate the plan includes expanded text to explain why it is intended to close the reserve for an activity which is not the primary purpose for which the land has been so designated. Page164, item 8, states amongst other things "**6 days full park closure** per year.....(emphasis added).

Page 185

Key features/values

It is inaccurate to make reference to a Red Rocks Seal colony. The haul-out site is at Sinclair Head the next headland approximately 1 kilometre further around the coast. Although folk talk about Red Rocks and seals this is not to suggest they are one.

Local community volunteer activities

This year's Cross Country Vehicle Clubs beach clean –up (scheduled for November) will be its 19th consecutive year, far exceeding restoration planting, track building and predator control. Bias, or lack of knowledge?

Page 186

Paragraph 1

You are reminded that the Red Rocks Historic Reserve, is not part of **Te Kopahou Reserve** which Council propose to designate Scenic Reserve.

As for the argument "....so that all the ecologically significant Te Kopahou reserve land will be covered by this management plan" I would comment that the portion within the Historic Reserve is

already protected, and has been subject to the provisions of the Reserves Act for many years. Refer to section 18(2) of the Act.

Page 186

6.7.1.1

Land status

**I wish to voice my strong objection to the statement “.....together with several classified scenic, historic and local purpose reserves adjacent to the coast, is known as Te Kopahou Reserve”.** This is a Council promoted descriptive that lacks statutory recognition. The Red Rocks Historic Reserve has a unique status (even if poorly managed) that deserves to be recognised in its own right, something Council have failed to do to date. While it may be part of a “landscape zone” it is NOT through the eyes of many or in a legislative context part of the Te Kopahou Reserve – a yet to be gazetted area that is primarily to recognise scenic values. The intent of Council, to call it what it is not makes a mockery of Section 16 of the Reserves Act 1977. Management of the Historic Reserve to date has been nothing to crow about, then again, nothing has been done in nine years. Had Parliament contemplated grouping lands of different status or themes together then calling it some form of “reserve” over and above other classifications then the statute would have been structured in such a way as to openly accommodate the vision. As currently worded there is NO provision.

Given this draft is essentially a discussion document it is disappointing to read “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”. I suggest that Council have formed an opinion or outcome in the absence of fair and reasonable consultation. Again my concern is process not necessarily end result.

6.7.1.1

2<sup>nd</sup> to last paragraph

What is a “suburban reserve”? I note the classification has neither been used nor interpretation advanced in the Reserves Act.

Page 187

Shore platform

What are you trying to say here, two recent earthquakes added to the uplift or the earth quakes of 1848 and 1851 formed the coastal platform that did not exist prior to 1848?

Page 188

Speargrass weevil

A point of clarity, has the threat to the weevil caused by pigs and goats diminished to any degree as a consequence of pest control measures? The document records that “goat and pig numbers have been suppressed”.

Under “Issues” negativity is directed towards adjacent private land owners. This is perhaps in poor taste. I am aware of at least one landowner who for some considerable time has been commenting on Darwin’s Barberry coming from “over the fence” making reference to Council administered lands.

Allegations have been made of trampling and browsing by feral pigs, goats and deer in recent years. My understanding is that numbers are limited. Can the “trampling” be quantified and put in perspective against other threats?

Page 188

Tracks

While new tracks can, in some circumstance aid management this is not to say they are essential. Routes created for pest control are often generally of crude nature and without significant (if any) ground disturbance.

Page 189

First paragraph

“Much of the area has come under possum control in the last 12 months”. Elsewhere comment has been “In 2017 possum control was expanded to the open tops of Te Kopahou” (emphasis added). Which one is correct?

Further down the page readers are told “weed control is targeted to protect species (e.g. dracophyllum) or high value sites”. What is the the average annual expenditure to protect dracophyllum?

Page 189

Owhiro Bay Quarry

To add balance it needs to be recorded there are also other unstable and disturbed sites. Is reference to climate change really necessary? If it must stay what is anticipated over the life of this plan?

I suggest the term “revegetate or revegetation” is more appropriate than “restoration” You can mimic or replace but you cannot restore in the true sense of the word

Page 190

2<sup>nd</sup> paragraph

The correct spelling of the range on the far side of the harbour is Remutaka.

Part of the 3<sup>rd</sup> paragraph needs expansion if the public are to understand what is intended. Please explain why the planting outcomes need to be reviewed?

Recent plantings beyond Red Rocks, have got nothing to do with the quarry operations.

Page 190

6.7.1.4

Places of historic value

Consideration should be given in this document to clearly define the status of Karaka. At one point we are told its presence has historic/cultural value yet elsewhere it is described as weed and by inference should be removed.

If the Hape stream dam is indeed of **historic** value as you suggest, did Council consult with NZ Historic Places Trust (now Heritage NZ) prior to its partial destruction some years back? Council is reminded of its obligation to **manage and protect** historic features within Scenic Reserves. The vision of allowing the dam to deteriorate over time could be in conflict with the legislation.

It is disappointing the plan suggests little is known of the origins of Te Hape dam. Gary Tonks provided a brief history in his 2008 publication. Seems a 1934 letter from WCC also refers to its existence. My recollection is that Tonks addressed Council as part of the South Coast Management Plan consultative process. This is just one of two “historic” dams that I am aware of on the South Coast.

Without being disrespectful I suggest it is rubbish to claim “Excellent interpretation about mainly the coastal area is presented in displays at the visitors centre” The place is becoming shabby and many aspects of the presented material shows bias and contains inaccuracies. One panel addressing roads reads “They take over the narrow strip where life adapted for salt, shingle, seepages and sand once thrived. There is nowhere else for those specially adapted plants and insects to live.” Although such emotive statement may be correct it is hard to believe this is balanced text endorsed by Council. I guess such comments could apply to the tens of kilometres of road around the Wellington coastline. Farming and extractive use (quarrying) were legitimate activities in their day yet reference is found under the panel “Demolition Gangs” or words to that effect. The inaccuracies were drawn to Councils attention soon after the centre opened. Not one of the many errors has been corrected over the years.

Page 191

Issues and opportunities

Owhiro Bay Quarry

While I agree with you instability issues exist at the former quarry, there are other sites also. **It is a blatant mistruth to say risk is in part managed by “barriers to contain rock fall”. Silly statements like this deserve sharp criticism- they also undermine the good work elsewhere in the document.**

The risk from falling rocks, exist over much of the coastline from Owhiro Bay through to Makara. While some increased risk can be attributed to Quarry operations both the landscape and nature plays a significant part.

Page 191

Coastal road

**I agree there are issues associated with the road.** Resolution is not simple and a change of attitude by many seems required. Looking at the text within the draft I make the following points;

Contrary to the writers suggestion the coastal road does not stop at Karori Stream. It continues to a point just east of Oteranga Bay some kilometres distant. The error suggests a lack of knowledge by officers.

I whole heartedly agree users (all recreationalists) have an obligation to act responsibly – and that needs to include walkers being more conscious of vehicles when they choose to walk on what I call the driveable surface (road). You do not walk down Willis Street in the middle of the road. The various users are not necessarily incompatible. It is manners/ respect that seems to be missing. I would welcome the opportunity to work with officers to enhance the experience of the various users.

Vehicle damage to vulnerable coastal ecology has likely diminished over the years. Where within the scope of this plan i.e. the Outer Green Belt do you believe it (damage) is still occurring? If practical I will ask colleagues within the Cross Country Vehicle Club to give consideration as to how this (damage) could be mitigated. For balance you need to recognise that it is not only vehicles (defined as motorised and non-motorised i.e. mountain bikers) that have the potential to disturb wildlife. Walkers getting too close to seals or dogs running at large have the same effect.

Part of this section includes “The user conflicts were reduced some years ago by closing the road to vehicles on Sundays but still remain”. Closure in one form or another commenced before most, if not all current Parks, Gardens and Recreation staff started with Council. Papers that I have seen suggest motorised restrictions have existed since the mid 1970’s.

Efforts to separate foot and motorised activity is worthy of close examination. There are several points where this could be achieved one example would be the “rehabilitated” zone between Fly Rock and the first lot of baches. Opportunities exist for both raised scenic viewing and picnicking. Native plantings are occurring thanks to a partnership between WCC and the Cross Country Vehicle Club. Although limited in length it would never the less be a useful start. The suggestion additional tracking could damage natural character and vulnerable shore ecology might be a little over the top, don’t forget much of the platform has been heavily modified in the past.

I am interested in the concept being promoted that vehicle closure times to public holidays and night time will be explored. While I personally have no problems with the later it is the public holiday bit that I would question. To have reached such a position one would assume user data is available. My suspicion is that walkers reach their highest numbers during the winter period when the seals are at Sinclair Head and that has nothing to do with public holidays. Could I please have a copy of any usage data that has been collected to support public holiday closure?

The plan tells readers that there will be increased enforcement of the shared use rules. The obvious questions are what are shared use rules? I could not find them on the Council web site. A second question is how many hours were allocated to enforcement of the rules in the past 12 months? My third question is what powers do the enforcers (whoever they may be) have in respect to legal roads?

The risks of rock fall, remains irrespective of user group or paper status of the land. The way it has been used here could show a little bias.

The final sentence of the 2<sup>nd</sup> to last paragraph introduces doubt over maintenance of the road due to “climate change” What aspects of climate change- sea level rise of greater than say 150 mm, would such changes occur during the life of this plan?

Page 191

Tracks and access

Reference to “discover a hidden valley” is in my view a little dramatic for this type of document. It is after all a statutory planning document and not a kid’s adventure story.

Page 192

Community

Here we are told Public education days, organised jointly by the Department of Conservation, Ministry of Primary Industries and Council have set a constructive precedent, which could be further developed to promote understanding and appreciation of the areas heritage and highly significant land-based biodiversity values. My questions are how many of these education days have occurred and what date was the last? Ranger Thomas supported by myself and at one point police have attempted to educate motorised vehicle users over a number of years, yet this has not been recorded, why so?

Page 193

Indigenous flora and planting.

It puzzles me why item (7) is even in this document. Surely those within Council with appropriate responsibilities will be closely monitoring compliance of any consenting conditions. In respect to the T & T landfill we were told on page 186 that it was NOT proposed to include this land in the Outer Green Belt reserves so why include it here?

Page 194

Item 12

Any reason why deer and other wild animals have been omitted?

Page 194

Item 14

As worded the intent is to exclude “feral” animals. What about domestic stock?

Page 194

Item 18

The obvious question here is why should ratepayer’s money be used?

I note the initial survey was conducted by DOC an agency with appropriate statutory responsibilities.

Page 194

Item 20

Where can one find the policy that limits 4wd vehicles to the formed coastal road? You are reminded that any new photographic shots should be limited to only those points within the OGB.

Page 195

6.7.2.4

A serious question that I would appreciate a written answer to.

The Red Rocks/Pariwhero Historic Reserve was established approximately 9 years ago (October 2010).

Section 18 of the Reserves Act states that in relation to reserves classified as historic reserves they shall be for the purpose of **protecting and preserving in perpetuity** (emphasis added to this quote) such places, objects, and natural features, and such things thereon or therein contained as are historic, archaeological, cultural, educational, and other special interest. There is a requirement that lands declared historic reserve shall be so administered and maintained that-

(a) the structures, objects and sites illustrate with integrity the history of New Zealand

Can Council put hand on heart and say it has been a good statutory manager given my previous comments: signage-nothing, printed material-nothing, development of conservation plans-nothing, hell even a search of Councils own web site turns up nothing. The criteria for being a good manager must surely include how it communicates with the public.

Page 196

6.7.2.5

Item 1

The concept of encouraging visitors by way of onsite, brochure and digital information, to keep to tracks to avoid damaging the fragile ecology in Te Kopahou is being promoted as a NEW initiative. I for one am aware of Council handouts printed in past years that promote this very message.

Key words of the period included:

- Protect plants and animals
- Keep to the track
- Toitu te whenua – (leave the land undisturbed)

Brochures conveying a similar message have also been handed out to drivers of 4wd vehicles as part of the driver education days over a number of years.

Is this really a NEW initiative or enthusiasm to bring the past into the modern era?

Page 196

6.7.2.5

Item 4

In respect to the Hawkins Hill access road it would seem some clarity over rights of administration are required. Over its length the land tenure on the sides differ. Nothing has been sighted in this document to define the “owner”

If there were some shared ownership can the views of one (Council) over-ride the opinion of another should there be disagreement. It is possible that Council’s promotion of this area has had, or could have, an adverse effect on others who rely on the access road. Should the plan describe Councils vision of long term use/ visitor numbers, how many is too many?

Page 196

6.7.2.5

Item 5

There is reference here to an increase in park ranger and volunteer warden patrols.....and enforce speed limits. Questions arise around delegations of the ranger for one and the other point is who are the wardens and what statutory powers do they hold. Just what is the speed limit, is it enforceable under bylaw and enforced by whom? When and how was it set?

Page 196

6.7.2.5



## Item 6

As an observation I suspect Council currently lack key data, and when or if challenged would have to admit they have not seriously dealt with the conflict issue well to date. Driver education days have been few and far between (I should know I have been at every one), little to no attempt to separate users and no willingness to discourage walking on the drivable surface. There is a high probability that if poorly handled resolution will be through Court judgement.

Page 196

6.7.2.5

## Item 7

Given verbal undertakings have been made in the past that summer/winter hours of closure would form part of the SCMP review why was it not included here? Its absence undermines trust.

Page 197

## Item 9

The statement requires clarity. If you are trying to say construct alternate tracks to enhance the experience of walkers say so. Folk who use motorised transport either for management or emergency purposes generally have appropriate driver expertise and a suitable vehicle for off road activities. Are you able to list any current examples?

Page 197

## Item 10

Clarity as to why culverts will not be used should have been set out in the document. While I am sure well intended it could have adverse impacts on future management.

Page 197

## Item 12

This should not be too difficult. Council already own land, with a gravelled car park and toilets just a few hundred metres away.

Page 197

## Item 13

A long distance track is shown as a NEW initiative. Is this really the case, both officers and Councillors have spoken of this vision for quite some time.

Page 197

6.7.2.6

Surely a long established tourism operator would have been a better example e.g. Seal Tours. Zip Line could be 12 months away or more before their first paying customer.

Page 198

## Map

What are each of the Maori sites of significance, can they be identified by either the WCC site coding system or better still that used by Heritage NZ? Depending on the interpretation of “significant” I suggest there is a higher number.

Pages 203 -205

Land unit 7.1.9 (map) is shown as Scenic Reserve on page 205. That is incorrect. Nine years ago part was gazetted Red Rocks Historic Reserve: the one Council appears to have forgotten about. Why has land unit 7.1.11 not been shown on the map?

And that ends this submission.

In summary, I thought the document was a little too long, and contained excessive errors / omissions. Lack of knowledge by writers showed up at several points and there were hints of bias. While containing fancy wording enabling opportunities it was shallow in fact setting out items I would have liked to have seen in respect to the general management and protection of features within the Red Rocks/Pariwhero Historic Reserve. I also make the observation that the draft plan also fails to reasonably signal or explore intended or desirable actions, an example being the proposal to install a walk bridge over Waipapa stream in the coming months. It is possible its presence will lessen the semi remote experience of this area. I certainly do not recall any request for submissions. It would not have been my highest priority for expenditure.

Might I suggest that should it be found significant changes to this draft are warranted as a consequence of submissions you give consideration to the release of a further document upon which fresh comment could be sought.

Before I forget, unless I overlooked something there was no discussion around “Capital Kiwi” either as a vision or the increased predator control required to achieve their goal.

I look forward to assisting officers should they seek my input to matters associated with the South Coast and its individual reserves.

Barry Insull

[REDACTED]

Whitby

Email- [REDACTED]



**Shona McCahon**

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**From:** Tina Elsdon [REDACTED]  
**Sent:** Sunday, 17 March 2019 3:40 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** kiwi cres access

I just wanted to state that i do not support the idea of putting in a carpark area at the bottom of the kiwi crescent access point.

many thanks  
Tina  
kiwi cres resident.

Draft Outer Green Belt Management Plan Submission to the Wellington City Council

From Mary Adams

Sent to: [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)

19 March 2019

Dear Councillors

I live at 39 Versailles St

I am writing in regards to one particular section of the plan – the part referred to as ‘Zealandia Buffer – 133F Messines Road, Karori” and Map Reference 6.2.3 and 6.2.11. I am deeply concerned about the following aspects of the Draft Plan that relate to the Strip.

1. I support the submission provided by the Versailles St Residents Group
2. Re-vegetation of the Strip: I am very concerned about re-vegetation of the Strip. The notes states that the ‘existing situation is: ‘a narrow strip of land between Zealandia and residential properties, originally for fire break purposes... mainly lawn’. (In fact the strip backs on to private property in Versailles St from #21 to #43’)
  - a. This narrow strip of land is not just, ‘originally a fire break’, it *is currently* a fire break, of great important to the residents who live next to it.
  - b. The fact that the plan includes ‘future development’ comprising of ‘restoration of native vegetation’ in place of the existing grass, would convert the fire break into an accelerant for any fire that broke out.
  - c. The New Zealand Fire Service Recommends the following actions to reduce the risk of fire spreading<sup>1</sup>
    - i. Keep lawns watered and green during the summer months
    - ii. Remove all trees, long grass, shrubs and logs, branches, twigs and needles within 10 metres of your house, as they are fuel for fire,
    - iii. In you have vegetation against your house, consider moving it or replacing plants with less flammable species.
  - d. I have lived on Versailles St for just over a year and am very impressed with how well cared for and mowed the residents keep the Strip. This is out of their own time and pocket. My understanding is the Council have noted they do not have the resources to care for the Strip to the same extent.
3. Potential for a walking track: The plan also notes the potential for a walking track between the water reservoir and the scout den. I am very concerned about the potential for a walking track.
  - a. The strip in question is not like other parts of the Green Belt. It is a very narrow strip.
  - b. There was no expectation that the Reservoir or the Strip would be opened to public recreational use at the time the homes were built. The design and location of the houses along the strip was presumably done without any anticipation of public access along their rear boundaries. It is a very narrow strip. Houses along the Strip feature lounges and bedrooms with large windows looking out over the Strip.

<sup>1</sup> <https://fireandemergency.nz/at-home/protect-your-home-from-outdoor-fires/>

- c. Agreeing to a walking track just a few metres away would compromise the privacy and security of residents. I am a woman in my mid 40s living on my own and the establishment of a walking track, where strangers could approach my back door unseen from either the street, my neighbours or myself, would create a lot of stress and would mean for peace of mind I would need to start locking my back door and keeping low windows closed, which would make the house extremely hot during the summer months. My friend's house backs onto the Mt Victoria Green Belt and she awoke one day a few years ago to find a stranger in her bedroom who had entered the house from the Green Belt.
  - d. In addition, when sitting my back yard not knowing when strangers are going to emerge from the trees behind me will be an on-going source of stress.
  - e. Extracts from the Sanctuary Establishment Trust Report 1994 recommendations in relation to Versailles St approved by the City Council Culture and Recreation Committee show the City Council has previously accepted that protection of views, privacy, security and amenity value are important.
  - f. The Strip topography is very steep between #41 and #43 Versailles St, with an almost vertical drop of a few metres, and a walking track would require earthworks and infrastructure. It would be more practical to contour any new walking track down behind #37 to the existing walking track along the Zealandia Fenceline but wouldn't this defeat the purpose of the track.
  - g. Any potential solutions to address privacy and security, for example, the creation of a fence between the potential future walking track and residents' homes, does not appear be feasible or desirable.
    - i. A fence would be a cost to the Council.
    - ii. To protect privacy and security, the fence would need to be quite high. This would impede the views of residents.
    - iii. My understanding is that the practicality of the location of a fence along the Strip given wind conditions along the ridge line was raised as an issue during the Karori Sanctuary Trust establishment process in the 1990s and these issues have not changed.
    - iv. The narrowness of the Strip would also impact on the feasibility of a fence or a row of trees between the walking track and property boundaries. For example, behind my house #39, the Strip is only approximately 4 metres wide between the property boundary and where the ground slopes steeply down to the existing Zealandia walking track.
    - v. See the photo in Appendix 1 showing my back garden 1) the approximate property boundary drawn in red between my property and the Strip, 2) the narrowness of the available land to build a walking track and a fence/row of trees alongside etc (see F i.v), and 3) where the track would likely emerge from the trees on the left hand side of the photo which means I would get little warning of who was walking along the track before they emerge from the bush. Should the walking track go ahead and if no fence/row of trees were built between my property, and the Strip, how would walkers know not to walk on my private property.
4. I am happy to discuss the above in person at any time. My number is 0212151087

Regards

Mary Adams

Appendix 1: Approximate boundary between private land and the Strip at #39 Versailles St



**Shona McCahon**

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**From:** Andrew Liley [REDACTED]  
**Sent:** Wednesday, 20 March 2019 6:32 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Proposed Outer Green Belt Management Plan as it relates to zone one adjacent to Tawa

As a Tawa resident I would like to register some comment on the proposed plan.

In regards to felling pine trees in Te Ngahere o Tawa (other than those currently being felled for safety reasons) as mentioned in 6.1.1.4 I strongly oppose this action for the following reasons:

- 1) There is already a substantial native understory within the forest which would be destroyed during felling.
- 2) The mention of "buffer" trees being left to protect the areas of mature native forest is a nonsense. Your own document mentions the amount of windfall that occurred around the windfarm road and the clearance of pines from the Takapu Island and subsequent windfall of previously sheltered pines (one on to a house off the end of Taylor Terrace) should be an enduring lesson to us all. The bush remnants would be destroyed both by exposure and falling pines.
- 3) The ground structure under Te Ngahere O Tawa is very steep and very fragile. Having tramped extensively though the area I can compare the soil structure to that in the Belmont area - ice age solifluxion debris which in this case would have flowed down from Rangituhi and which has subsequently been heavily eroded. Any disturbance of the ground would result in massive renewed erosion resulting in damaged drainage systems and further sedimentation of Porirua harbour.
- 4) Your comment that income generated from harvesting would cover costs etc at no new cost to rate payers is also a nonsense. Most of the trees in Te Ngahere O Tawa have not been pruned and those that have (once only) would yield little timber suitable for milling. The Spicer Forest pines are worse, being fire wood grade only.

I have no great objection to felling of the Airstrip block as these can be safely removed from the Ohariu Valley side and there is not a well developed native understory.

However, I would point out that while there are small groups of well pruned trees, the vast majority of the trees are firewood grade.

I would not like to see ideological removal of exotics which resulted in a further burden on Rate Payers.

I do support your comments in section 6.1.1.6 where extensive mountain biking tracks are not required due to the nearby Porirua Adventure Park.

I have directly experienced a near miss with a speeding downhill cyclist who was not at all polite when called to account.

regards

Andrew Liley of [REDACTED]



## **Draft Outer Green Belt Management Plan 2019.**

### **Submission from Churton Park Community Assn (Inc)**

#### **1 Background**

The Churton Park Community Assn is a very active local community organisation and takes a great interest in developments proposed for our area. Over the years we have made numerous submissions on various development and open space planning proposals, and are happy to be involved with any continuing community dialogue which may spring from this plan.

Our comments below refer to Sector 2 of the Outer Green Belt Management Plan, which forms a prominent backdrop to our community. Because this area is such a prominent feature, it does define our whole close western aspect, and is seen from much of the suburb. Natural landscape aspects are therefore very important to us, to balance the concentrated existing and proposed housing areas.

#### **2 Land acquisition**

We are very pleased that WCC has recently acquired land adjacent to Churton Park to be included in the OGB. However the maps show how poorly we are serviced with open space when compared with other parts of the city. We would therefore encourage WCC to make it a very high priority to acquire additional land so as to close up the gaps in the OGB in our area.

We note that the Upper Stebbings Structure Plan gives WCC a great opportunity to acquire land which can be included in the OGB, or if not directly, to be able to contribute to bringing back native ecosystems to our barren grassed hills. These opportunities should be fully explored.

In addition this Plan gives the opportunity to bring ridgeline protection in the Upper Stebbings Valley area, in conjunction with the Upper Stebbings Structure Plan. Protection of ridgelines from development is an important issue for this community.

#### **3 Tracks and access points**

The completion of a skyline track on the Western side of the city would be a great attraction not only for local residents but also for visitors to our region. However appropriate access points must be provided so that it is easy for residents to get into the OGB. Thus we would see it as a priority that a primary access point be constructed in the Churton Park vicinity. Tracks should be loops where possible so as to provide interesting alternative routes with some secondary access points where possible.

#### **4 Land use**

Our preference is that grazing animals as a land use be phased out over time, bearing in mind the need to control vegetation until new native plantings become established. We do not see a need for people to be able to get near to farm animals.

#### **5 Local Community Involvement.**

The Churton Park Revegetation Group was established in 2005 by CPCA, with the support of both WCC and GWRC. The object of the group was stated as follows: "Restoring Churton Park's natural waterways and bush-clad corridors." The group commenced work with planting the gully west of Westchester Drive at the Halswater Drive intersection. From the plans it appears that this area is now a part of the OGB. For several years after that the focus was on Wingfield Reserve north from Wingfield Place, before moving efforts to Lakewood Reserve in 2014 where work continues. This reserve is only separated from the OGB by Westchester Drive so could possibly be included in the

OGB. Planting has also been carried out on GWRC land at the south abutment of Stebbings Dam. The group could potentially be involved in other activities in the OGB.

## **6 Other land in public ownership.**

The Stebbings Dam Recreation area is an important facility for our community. Efforts should be made to integrate land owned by GWRC into both the planting and access track network.

In addition, at the north end of the OGB at the Porirua City boundary, provision should be made to ensure that access tracks are integrated with plans that PCC may be making.

## **7 Conclusion**

We would see it as a priority for this Plan that adequate resources are utilised to bring the OGB in our area up to the standard and extent of other areas, and to redress the historical underfunding of the provision of open space recreation areas adjacent to our community.

We would be delighted to be involved in any future discussions on the OGB as it affects our community.

Prepared 20 March 2019

John Morrison, Vice President

**Shona McCahon**

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**From:** Lucy Elwood [REDACTED]  
**Sent:** Wednesday, 20 March 2019 7:14 AM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Submission

Hi

I was super excited to see the tracks in the attached image proposed in the plan, and I support them. As a resident of Ngaio, it would meaningfully improve the local walking options in the outer green belt. I've really enjoyed the new tracks developed over the past few years (eg the track connecting bottom of bells to bottom of crow's nest and silversky). In particular, I regularly walk with my kids and the new proposed tracks would help improve accessibility to the outer green belt and introduce some additional "not particularly steep" options for us as a family.

The outer green belt is a fabulous feature of Wellington. We're lucky to have it. It's great aesthetically so enjoyed by those that don't use it, provides a great habitat for birds and other native fauna and flora (especially the overflow from Zealandia - I'm enjoying our frequent kaka visits in Ngaio now) and provides a great area for adventures. I'm an occasional mountain biker and frequent walker, and am super excited about the plan to extend the Skyline, and ultimately connect the South Coast and Porirua.

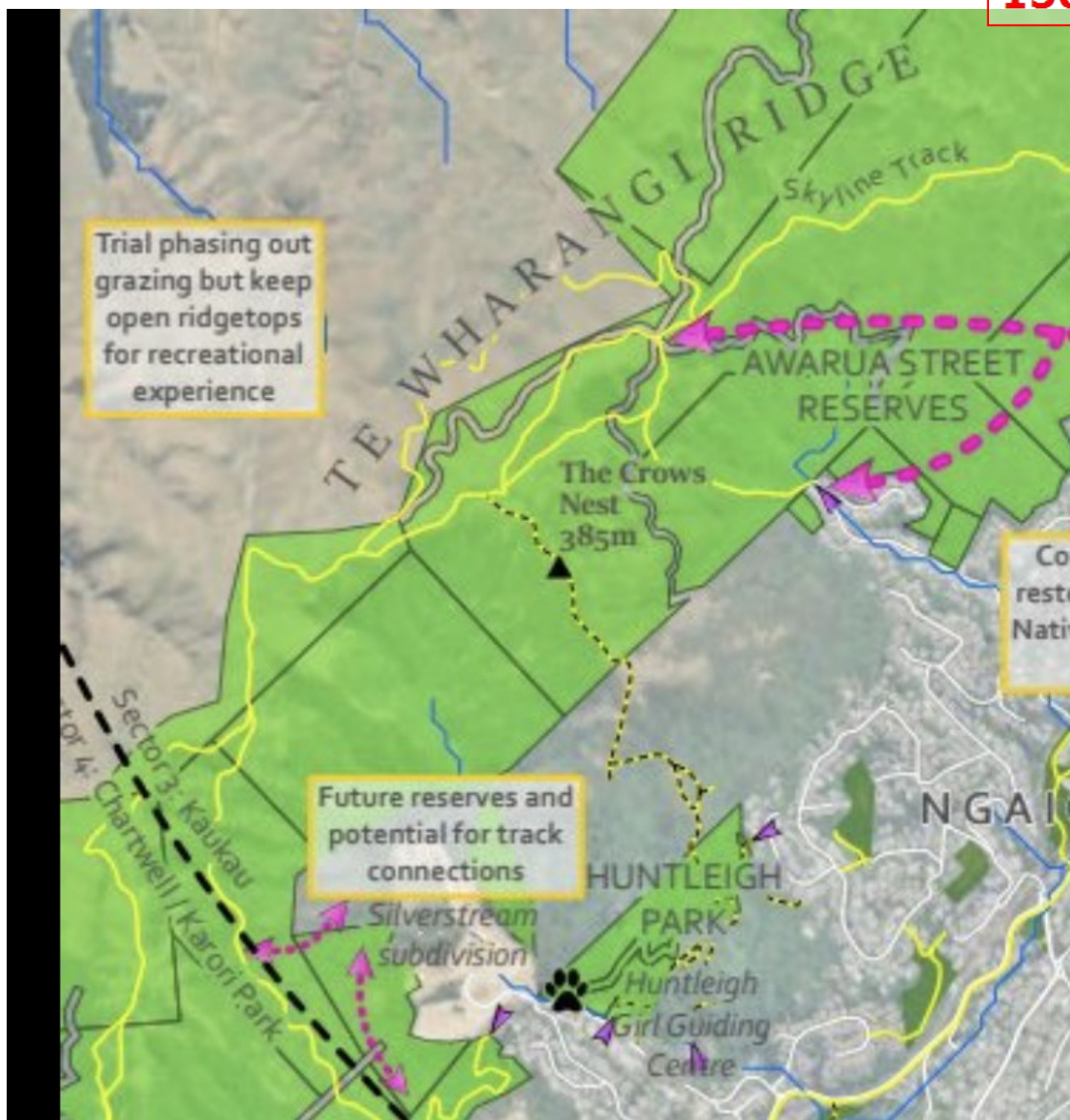
I've had a few scary cow incidents up on the tracks, so I would overall support removing them and allowing the ground to regenerate but I appreciate this would give rise to significant vegetation management work in the intervening years and am not sure how Wellington could resource that.

It could be good to have a section of track that is designated dog off lead, which may give dog owners somewhere they can legitimately walk off lead and help prevent the number of dogs off lead in other places.

Thanks for you work on this.

Cheers  
Lucy

[REDACTED]



## Outer Greenbelt Management Plan Review

### Submission from WCC's Environmental Reference Group

20th March 2019

#### About the Environmental Reference Group

The Environmental Reference Group (ERG) was set up by Wellington City Council. Our role is to provide advice on the best ways to improve Wellingtonians' quality of life environmentally, socially, culturally and economically by protecting and enhancing the local environment.

We carry out that role by constructively advising on relevant Council projects and policies, where possible identifying evidence and solutions, whilst taking into account wider needs, issues and views.

We bring knowledge and insight into Council around the environment, including water, energy, waste, biodiversity, urban design and transport management, in the context of Council's roles and priorities.

ERG members bring to the table not only our own knowledge and thoughts, but also those of the community groups we are part of.

Members of the 2019 ERG group have the following skills and expertise: marine biology, ecology, biodiversity, sustainability, mana whenua and Treaty relationships, management, governance, communication, politics, stakeholder engagement, landscape architecture, engineering, planning, policy, architecture, energy management, freshwater.

**ERG would like to be heard in support of its submission.**

#### **Submission Parts 1 to 5**

1. Overall we think that the Draft Outer Greenbelt Management Plan Review document is well thought-out, researched and consulted and we support it in general terms. The opportunity for the community to submit on the draft is an important part of the development of a management plan for such important natural and recreation assets of the people of Wellington. Details in terms of structure, resource information and the appropriateness of policies will come out in the submission process and a very robust and practical plan should be the result.
2. In the "Outer Green Belt Strategic Framework" diagram on page 10 the following legislation and report needs to be added to the diagram;
  - The Wildlife Act 1953 (Outlines the protection and control of wild animals and birds and the management of game).
  - Fisheries Act 1996 (eels are included in this act)
  - Conservation Act 1987
  - Report of the Biodiversity Collaborative Group 2018 (See note below)
  - Heritage New Zealand Pouhere Taonga Act 2014

**Note** that the *Report of the Biodiversity Collaborative Group* outlines a draft National Policy Statement (NPS) for Indigenous Biodiversity and provides complementary recommendations, to help halt the decline in biodiversity.



3. We agree with the key values and functions identified to guide the management of the outer greenbelt. Pages 12/13

*“• Nature  
• Landscape and urban edge  
• Culture and heritage  
• Recreation and access  
• Community and identity  
• Resilience and city economy.”*

4. We support the five guiding principles of the outer green belt management plan. 2.3 Page 13

*“1. Natural skylines, undeveloped ridges and hills, and healthy native forests and streams are the foundation of 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?’*

*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.*

*3. The Outer Green Belt’s diversity, of landscape character and outdoor experience, is strength to be reinforced. Continuity does not mean the Outer Green Belt is or should be the same throughout.*

*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. Ensuring activities are accessible to a wide range of people whilst also being appropriate to the ‘wild’ sense of place is important.*

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

Bringing these areas of reserve and other land together into a single management structure was driven initially in part by the desire to create corridors of native vegetation and for wildlife. This will assume a much more critical need in the future as species are forced to adjust to the growing impacts of climate change. We believe this should come out stronger in the guiding principles against which the body of the plan will be read.

5. We think that 4.1 LAND ADMINISTRATION 4.1.2.1, 1 and 7 as below are of particular importance to the long term protection of the outer green belt and should be carried out as soon as possible, preferably in year 1. Page 34

*“4.1.2.1 Reserves classifications, land acquisitions and management mechanisms*

*1. Identify all Council-owned land intended to be part of the Outer Green Belt that is not a reserve under the Reserves Act 1977 but should be or where the current reserve classification is inappropriate and, in accordance with that Act and the objectives of this Plan, undertake the necessary reserve declarations, naming and classification or reclassification.*

*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.”*

6. We particularly agree with 4.1.2.2 as below. Page 35

*“4.1.2.2 Urban containment and continuity*

*1. Manage the Outer Green Belt as a corridor of protected (Council and Crown land) open space that forms a natural edge to urban development and is wide enough to clearly separate ‘town’ from ‘country and offer multiple open space values’.”*

7. We agree with 4.1.2.3, section 3, page 36 as below.

*4.1.2.3 Relationship with overlapping plans*

*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.*

8. We agree with 4.2.2.2, Streams as below with changes identified in red. Page 38

*4.2.2.2 Streams*

*1. Protect and restore the freshwater ecology in the stream catchments of the Outer Green Belt, including seeps and wetlands, through fencing riparian land, where necessary to exclude stock, riparian planting, **avoiding inappropriate discharges including via the stormwater system**, removal of any fish barriers and periodic rubbish removal where necessary.*

*4. Continue to work with Greater Wellington Regional Council to implement a monitoring programme for Wellington City streams using the Macroinvertebrate Community Index (MCI) **and of any key freshwater fish populations.***

*5. Support community initiatives to care for and monitor streams through partnerships and programmes such as Sanctuary to Sea and Whitebait Connection **and public campaigns to reduce inappropriate stormwater or land use discharges.***

*7. Ensure, **in granting consent or permitting land use activities, that** best practice freshwater management is applied when site works are required ~~near or in~~ **which may impact** streams e.g. plantation harvest, **land disturbance**, 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.~~ **Ensuring the Outer Green Belt is managed properly to protect the upper catchment of these streams is critical to improve freshwater in Our Natural Capital. Restoring indigenous vegetation cover to the headwater land will improve water quality and habitat for freshwater species. (Comment; it doesn’t have to be indigenous vegetation, but the addition of and retention of forests will assist catchment management.)***

*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 **water quality and quantity** limits\*, in catchments by 2025 in order to maintain or improve water quality. The Whaitua implementation plans are likely to inform freshwater management in the Outer Green Belt over the life of this plan.*

**\*Note that the limits are both to protect the environment and limit use to prevent over allocation.**

9. We agree with the need to boost diversity and development of the different plant communities, 4.2.2.3 Indigenous flora and planting

10. We particularly agree with 4.2.2.4 Wildlife 1, 4 and 5 below;

*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.*

This restoration and protection of the OGB vegetation and the completion of the wildlife links should be a high priority and one of the principle objectives of the plan.

*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.*

11. Under 4.2.2.5 Weeds and pest animals Page 41, we support strategic and targeted weed and pest control. The ERG is concerned at the level of resources available for weed control in the OGB especially given the potential for weeds such as Darwin's Barberry to totally change the landscape. The ERG group sees weeds as a major issue and one that needs to be picked up again in the same manner as pest animal control has been. A weed control strategic plan needs to be linked to this document. The ERG would welcome involvement in this issue.

12. We agree with the need to manage fire risk. The safety of people using the outer green belt also needs to be considered with regard to fire risk, 4.2.2.6 Fire. This is particularly the case when scrubby species like gorse and Darwin's barberry takes over grass lands.

13. We strongly support 4.3 LANDSCAPE AND LAND USE, 4.3.1 OBJECTIVES ,

*1. To protect the Outer Green Belt landscape as an enduring part of Wellington's identity.*

*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.*



14. We particularly support under 4.3.2 POLICIES & ACTIONS, 4.3.2.1 Landscape character Page 45

*"1. Recognise and protect the rugged, relatively undeveloped character of the Outer Green Belt landscape....*

*5. Recognise the different landscape character in the management sectors ... as the basis for ensuring diversity of places and recreational opportunities within the Outer Green Belt.*

15. We think that it is critical that the trials to phase out grazing are closely and effectively monitored, 4.3.2.2 Grazing Page 46. There should be consultation on the proposed areas to be kept in grassland.

*"d) Set up monitoring..."* should be completed before anything else changes. The ERG group would be interested in the details of the proposed monitoring programme.

16. Under development and land use, 4.3.2.4 Page 49, the words, *"cannot practically be located elsewhere"*, need to be defined and agreed.

17. We support 4.4 CULTURE AND HERITAGE, 4.4.1 OBJECTIVES and Actions with the additions in red below.

*1. To identify, recognise, protect and interpret the cultural and heritage sites, features and values of the Outer Green Belt.*

#### Actions

*a) Establish a plan to record and manage cultural heritage values. Move this to the number 1 position as having such a plan in place will set a framework for the actions below.*

*b) Develop and maintain an inventory of all known and new 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. This is the law so does not need to be stated. It is hard to envisage a situation on the Outer Green Belt where an archaeological site would need "modification or destruction".*

*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. Move this to a) above.*

*e) Undertake a study to identify valued cultural landscapes including waahi tapu in consultation with iwi and other stakeholders.*

18. Under "Motorised vehicles, 4.5.2.2 page 53;

- Number 1 below- either prohibit or manage. You can't manage something that is prohibited.
- Number 2 below- this is a subset of number 1. What are exceptional circumstances?

- Number 3 talks about frequency so conflicts with the “one off basis” in number 2 below.
- Maybe just exempt the unpaved road around the coast from the Te Kopahou Visitors Centre from these policies.
- The explanation is quite clear but the policies are not.

*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 5.3.2 (Rules of this Plan), taking into account, in addition to the criteria in that section:*

- *the number of vehicles involved in a given event;*
- *the type of vehicles;*
- *frequency of motorised vehicle events in the particular part of the Outer Green Belt;*
- *the suitability of proposed routes;*
- *the impact on other recreational users and the environment.*

19. We strongly agree that qualified ecologists must be consulted when recreation networks are developed and add that biological hotspots and archaeological sites must be avoided. Page 55.

#### *4.5.2.3 Track network*

*“9. In assessing the environmental impacts of proposed track work, seek qualified ecological, professional track building, and, where appropriate, forester’s advice. **Biological hot spots and known archaeological sites must be avoided.**”*

20. Carrying out the recommendations in the “Entrances, amenities and way-finding” 4.5.2.4 section will greatly enhance the recreational experience and should be a priority.

21. We agree with and support all of the Outer Green Belt identity policies 4.6.2.6, page 69 including;

*“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.”*

The consequent action is also supported, which is:

*“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.”*

However, the way this action is implemented will have a considerable impact on its success. In the explanation that follows, the Plan states that:

*“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 is a dominant feature in Wellington’s landscape, visible from most parts of the central city and suburbs.”*

We agree with these points, which mean that the following issues are very important:

*“Greater appreciation of what it does for Wellington ... 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.”*

22. Under 4.7.1 IMPLEMENTATION OF PART 4 (GENERAL) ACTIONS page 72, 4.3.3.2 Grazing; setting up a monitoring programme to monitor changes needs to be done before any changes in grazing raceme happens so base line information including invertebrate and lizard surveys is available. Therefore it needs to happen in years 1-2 not years 3-5. If grazing leases are issued then fencing must be a condition. It is not acceptable to continue to lease areas for grazing without requiring fencing. If the grazing is at the instigation of the Council then the Council should fence it before the lease is taken up.
23. Under 4.5.3.4 Entrances, amenities and way finding page 73, 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. This work needs to be done in years 1-3 in conjunction with, 4.6.3.6 Outer Green Belt identity as it will improve people’s enjoyment hopefully leading to their desire for the protection of the outer green belt.
24. We agree with the Monitoring plan, Action, 4.7.2.1 with the additions in red.
  - a) Set up a plan, **add in conjunction with the Regional Council and community where relevant,** 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:
    - **freshwater monitoring, add within a freshwater ecosystem health framework, incorporating water quantity, quality, aquatic life, habitat and ecosystem processes;**
25. Section 5.2 Rules-Objectives, calls for the management of activities in a way that recognizes and protects key landscape, natural values etc. There is no specific mention of biodiversity or wildlife corridors. It would be good for the objectives to be more specific. Rather than manage use and development – which is a means – the objectives should be to;
  - a) ‘Protect biodiversity .....’ and
  - b) Provide for the enjoyment and recreation of the people of Wellington subject to protection of the key values of the OGB.

26. In section 5.3 *Rules-Policies*, the policies that follow again are fairly permissive without strong statements to give confidence that decisions will protect nature and biodiversity and limit impact. These are currently too open for a controlling authority. For example “*maintain discretion*” in Policy 3 should be “new activities or utilities will not impact on ..... or have limited impact.

Provisions allowing permanent and temporary use of the OGB need to be stronger with clear criteria to guide decision making

27. Under 5.3.2.4 *Leases Licenses and concessions* Page 80, numbers 2 & 3 are wishy washy. “In general” is not strong enough. There should be a complete ban on buildings and any other structure unless these are essential for the well being of the people of Wellington or the management/use of the OGB and cannot be located elsewhere
28. In section 5.3.2.9 *Public Utilities*, it must state that these cannot be located outside the OGB. It is too easy for reserve land to be seen as a cheaper option to buying land outside reserve areas
29. Under 5.3.4.3 *Botanical enhancements*, page 86, these should not include gardens or anything that would lead to assumed ownership as has happened in the past on Town Belt land

#### Some General Comments

30. Remove all inconsistencies from the plan. Ensure that all tables are clear and properly explained.
31. If an action is dependent on another action having happened, reflect this in the order of the actions and the timing of when they will happen.
32. The rules need to be more closely aligned to the stated aims and objectives.
33. Consider splitting the plan into two separate documents. The first being parts 1-5, the second part 6. This will give parts 1-5 the importance they deserve and will allow part 6 which is more operation to be updated more often.
34. The protection of existing areas of high natural or biodiversity value or biodiversity hotspots (for example Waipapa Stream) is more important than restoration; for example controlling pigs that are digging up the host plants of the existing population of the Wellington speargrass weevil is more important than restoration projects. This is not really reflected in the document.
35. Be consistent about such things as the naming of organisations eg Greater Wellington Regional Council is referred to as Greater Wellington on page 67 and Wellington Regional Council on page 66.
36. Remove all reference to “if funding allows” or similar as this is a given and downgrades the importance of the actions where it is mentioned.

## Shona McCahon

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**From:** Richard Grasse [REDACTED]  
**Sent:** Thursday, 21 March 2019 11:55 AM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** OGB Management Plan

I trap on Mt Kaukau and above Otari. I also plant and weed on Mt Kaukau, Bell's Track, Silversky Track and in Otari.

### SECTOR 3

- 1) The map shows Bell's Track to be a shared use track. I have always understood it to be walking only.
- 2) The recently made Korimako Track runs from Bell's Track to the Crow's Nest Track, mainly over private land. The plan indicates an aim to protect the Crow's Nest Track and it would be very good if the Korimako Track could also be protected too as it forms a loop track for Ngaio residents to get to the skyline and return by a different route, and provides a sheltered walk in windy, wet weather. Also development across the regenerating bush on the lower slopes above Awarua Street and Chelmsford Avenue would detract from the visual impact of the skyline. Can the council buy this block of land for a reserve? It contains an area of "Important Forest Remnant" at its southern end.
- 3) The Kordia land on the top of Mt Kaukau contains a lot of barberry. Kordia's Health and Safety Guidelines have deterred a group from trying to do any restoration work in this area. Do Kordia need to own such a large area? Presumably they have no plans for more ariels ot transmitters in the area.
- 4) There is mention in the plan of the Owhairo - Thorndon Track, but it is not shown on the map. Where is it exactly? If it is of historic interest surely it needs some recognition or signage?

### SECTOR 4

- 1) The map shows the Kohekohe Track and the southern edge of Otari's Blue trail as being "shared use". Within Otari, no bikes are allowed and there are signs to this effect at the ends of the Kohekohe Track.
- 2) There is a well-worn track from just north of the Woolshed up to Transpower's 4-wheel drive track. This is not shown on the map. It forms an important link for a low-level route from Otari to Kaukau. It is rather rough, possibly because the three horses use it. (Should the horses be allowed to roam up this track - a gate could easily be installed).
- 3) I would not like to see the Woolshed developed as a centre. The valley is a peaceful setting and presumably cars would be driving down the road and a car park established. This destroy the tranquility of the area. F & B propose making a wetland in the area and the road might be going right through it. (The wetland has not been helped by Transpower's regrading of the road and piling dirt into the stream and widening all the drains). At present there is ample car parking space at the top of Chartwell Drive.
- 4) Grazing. I notice that tauhinu is gradually establishing along the open tops. Gorse is certainly extending on the eastern side of the ridge. In time this will lead to bush. Would grazing slow this process down? If cattle/sheep are removed I suspect the process will speed up. Long grass may hinder most seedlings from establishing, but not tauhinu and gorse. Incidentally, there is little barberry on the open hills. I feel it needs

shrubs/trees for birds to perch and crap out the seeds. They dont do this on tauhinu and gorse. I personally have never had any problems with the grazing cattle. If you walk quietly and go round them, they have never caused me any alarm. For people with dogs though it may be different.

5) A new track over the hills to Makara would be great. It could possibly lead to a 2 - 3 day walk from Happy Valley, around the coast and back to Wellington (with a couple of camp sites available on route?)

#### SECTOR 5

I have often walked from Johnston Hill to Wrights Hill. The track up to Makara Peak from the top of Makara Road is fine and a wide 4-wheel drive track continues down from the summit towards South Karori Road. But halfway down this wide track turns north and walkers then have to either walk on very long zigzags or use the more direct steeper tracks and run the risk of a bike bearing down at high speed. A "Walking Only" track is urgently needed here.

#### SECTOR 7

A coastal walkway to Makara would be a wonderful addition to Wellington's track network. Would it be possible to have a campsite half way as it is a long walk? A chance to do some kiwi spotting at night?

#### GENERAL

A track from the S Coast to Porirua would be nice, but it should not be the main priority. Tracks around the coast or to Makara would be more useful

Richard Grasse

address [REDACTED] Ngaio

phone [REDACTED]

email [REDACTED]

I would like to make an oral submission.

## 2019 Outer Green Belt Management Plan Submission

Submitter: Stephen Watson as Trustee on behalf of Long Gully Station Trust.

My intention is to keep this submission brief so our comments and concerns can be easily understood and we trust addressed by planners within the final Plan.

We also wish to be heard orally at the proposed plan's hearing where we will add weight to this submission and answer any questions that Councillors/Commissioners may have.

### Submission:

1/ We strongly object and will oppose any reclassification of Hawkins Hill Road (our ROW) or part thereof to be included within the boundaries of the proposed Te Kopahau Scenic Reserve.

We would however, support the classification of the Scenic Reserve where its boundary is up to the surveyed road and Hawkins Hill Road be classified as Public Road.

We strongly advocate for Hawkins Hill Road's management to rightfully come under the Wellington City Council "Transport and Infrastructure"

### Explanation:

Calls by ourselves over many years for the Hawkins Hill Road Right of Way to be classified as a public road so it can be maintained as such has fallen on deaf ears. WCC Parks and Gardens have proved to be extremely poor managers of the road, having neither the budget, expertise, or will to upgrade and maintain the road to anything close to a safe carriageway for the ever increasing general public use nor does it have the foresight to future proof the asset by understanding fully the current and future capacity required. Any reserve clarification of the road would only add another level of bureaucracy and in the case of "scenic reserve" requiring Ministerial approval for any major works within the reserve.

We would ask that if Hawkins Hill Road and the Brooklyn Wind turbine is further developed as "A main entrance" as this plan proposes that the road is upgraded accordingly in consultation with ROW owners.

We have no confidence in Parks and Gardens ongoing management of the road and we have experienced many years of its poor management to support our concerns.

We have owned Long Gully Station for 26 years and continue to own most of the privately owned land adjoining Hawkins Hill Road to the West and exclusively own the Southernmost 4 kilometres of the Hawkins Hill road.

As a neighbour of significance to the future of Te Kopahou we would have thought Council would have at the least asked us for a copy of our Long Gully Station Management Plan to understand what we are working to achieve over the next 25 years. As neighbours we are expected to keep abreast of Council's ever changing plans whilst Council's army of planners add layer upon layer of rules to their plans with no effort having been made by WCC to understand our goals and whether or not we can't work together to achieve mutually beneficial outcomes.

The Council's conscious neglect of the maintenance and upgrade of Hawkins Hill Road over the 26 year period we have owned Long Gully Station whilst opening the previously private road to the general public and actively promoting the road for ever increasing recreational use has been a festering point of contention with the residents who in most cases rely on Hawkins Hill Road as their main access route to the CBD.

2/ We strongly object to and will oppose any reclassification of Te Kopahou where that classification negatively impacts on our long term plan to provide land and houses for the beneficiaries of our family Trust off Hawkins Hill Road.

Explanation: We already have to contend with the ill conceived and implemented Hill Top and Ridgeline Policy that was an indiscriminate, lazy desktop overlay that negatively impacts our private land and that we should have appealed to the Environment Court.

We applaud the proposed plan's focus on managing exclusively Council owned land and excluding adjoining private land.

3/ We strongly support the plan's intention to review the management of the coastal road around the South coast.



Explanation:

As Long Gully Station Trust owns 2.5 kilometres of Cook Strait coastal frontage bounded by the coast road we witness daily the illegal paua poaching and the abuse of the escarpment by joyriding 4x4s and motorbikes. Signage has been repeatedly shot at and ripped out of the ground by continuous vandalism.

Proposal:

We propose a move from the current policy of only one day exclusively for walkers and cyclists and 6 days for motor vehicles, to 6 days exclusively for walkers and cyclists and only one day (Saturday) for motor vehicles.

Further we also strongly oppose Council's continued costly reinstatement of the coast road after every significant southerly storm. It seems a no brainer to reduce traffic around the coast that the coast be allowed to restore itself by the natural actions of the sea and the road not be mechanically rebuilt each time. Four wheel drives will always still make their way around but in a lot lesser numbers and the cost and practicality of road reinstatement will become more prohibitive with passage of time and the ongoing undeniable sea level rise.

4/ Streams...Explanation: The greatest threat to Long Gully Station's drinking water is not silt but poisoned animal carcasses therefore under Policies and Actions 4.2.2.2 add  
8. Ensure best practice for use of toxins in or near water catchments to ensure toxin or poisoned animal carcasses do not enter waterways by strictly observing DOC recommended buffer zones for the use of toxins.

9. Prohibit the use of inhumane 1080 and Brodifacoum within Te Kopahau that allow animals to wander and die on neighbour's properties.

10. Prohibit the aerial dropping of any toxin within Te Kopahou

11. Adopt best practice of choosing trapping in preference to toxin for pest management within Te Kopahou.

5/ Weeds...We support the Council's prioritisation to prevent Darwins Barberry taking hold in Te Kopahou. We are disappointed with the complacency of previous Councils that made no attempt to contain Darwins Barberry whilst it was confined to our north within Wrights Hill Reserve and did nothing to prevent its infestation into Long Gully Station. Further Council should volunteer to undertake control for its neighbours of Darwins Barberry if it is giving more than lip service to the problem now.



25 March 2019

Wellington City Council

By email: [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)

**Victoria University of Wellington Submission**  
**Draft Outer Green Belt Management Plan 2019**

Victoria University of Wellington is pleased to have the opportunity to comment on Wellington City Council's Draft Outer Green Belt Management Plan 2019. The University supports the broad direction of the draft plan but would like to make some general comments on some of the issues considered in this draft.

As the largest and oldest tertiary education provider in Wellington, and one of the region's biggest employers, the University plays a vital role in the city. We contribute around \$1 billion to the regional economy every year, employ more than 2,500 staff, and educate more than 20,000 students.

One of the key features of our current Strategic Plan, which we envisage will continue to be central to future plans, is our commitment to sustainability. The WCC Draft plan is in line with our own efforts in this area, and we look forward to continuing to collaborate with the Council on sustainability initiatives.

The University values its strong working relationship with the WCC, which supports student and staff research into biodiversity projects of value to Wellington and its citizens.

A good example of our previous collaborations includes the 'Our Natural Capital' fund, which is a three-year commitment by the WCC worth \$20,000 per annum to support postgraduate student research. This funding is in addition to the large number of summer scholarships that the WCC co-funds, to support smaller research projects.

More generally, we use the city and its environs as a living lab in our teaching and research. For example, we run a variety of research projects in collaboration with Zealandia, and there are various

practicum course such as the fifth-year Ecological Restoration subject, which sees students venture out of the classroom into the green belt.

Turning to the draft Outer Green Belt Management Plan specifically, we would like to state our strong support of the WCC's efforts in managing this natural resource to date. The green belt is central to the fundamental character of our city, and its health is due in no small part to the WCC's wise management. We commend the WCC, in particular, on expanding the network of individual reserves to create an almost unbroken corridor from north to south of the CBD.

We are supportive of ongoing efforts to develop the Makara Peak Bike Park, which is a wonderful asset for the city in general and for our students in particular. Not only is it an excellent resource for the general health and wellbeing for members of the public, it is also a much needed training facility for the University's growing cohort of amateur and high performance mountain bikers, who are supported by our Recreation Centre. We would like to see this park continue to grow and develop in future.

As noted above, we already collaborate with the WCC in various ways and we would like to explore opportunities for furthering this relationship with respect the management of the Outer Green Belt. In particular, we believe there are opportunities for our researchers to contribute, particularly in terms of understanding the biodiversity of these reserves, and for our students to engage with the Council's programmes. The Growing Graduates programme – in which students help the WCC plant native trees on Te Ahumairangi Hill – is a good example of how our student cohort can contribute, and we would welcome the opportunity to expand this programme in the Outer Green Belt.

While the draft plan is excellent in most respects, we believe there are two areas that deserve greater attention.

First, although the plan notes the ability of the Outer Green Belt to help with carbon sequestration, these benefits are given limited prominence. It may be worth making this more prominent in the final plan by connecting the carbon sequestration made possible by the Outer Green Belt with the draft WCC Zero Carbon Capital Plan.

Second, we recommend a greater focus on mitigating the risk of wildfires in the Green Belt. While the draft plan does include management strategies for minimising fire risk, these need to be adequately resourced and more detail should be provided. The recent fires around Nelson and on Te Ahumairangi Hill are reminders of the importance of these strategies.

On behalf of the University, I would like to thank you for this opportunity to comment. We look forward to seeing the final plan, and to working with the WCC on its implementation.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'AWilks', with a stylized flourish at the end.

Andrew Wilks

**Director, Sustainability**

**Victoria University of Wellington**

**Shona McCahon**

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**From:** Gillian Percy [REDACTED]  
**Sent:** Friday, 22 March 2019 7:15 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Removal of pine trees

Hi

We would like the large pine trees at the top of Duval and Peterhouse to be removed soon. I see the stand of pines lower down near Duval is being removed from next week. I believe the pines near us are due to be removed in the next 3 to 5 years but sooner would be better. Very high pollen rates contaminates the area and means I am on year long daily hay fever medication.

Thanks

Gill and David Percy

[REDACTED]

Tawa

DRAFT COPY

**SUBMISSION TO WCC – Outer Green Belt Management Plan OGBMP**  
**28 March 2019**

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**WCC – Outer Green Belt Management Plan**

**Reference: Clause 6.3.3.4b**

*Building a new track through the bush to connect between Bells Track at its southern end and Khandallah Park at its northern end.*

I wish to support this new initiative which was originally proposed by Graham Weir, resident of Crofton Downs and John Hill, resident of Northland.

I have attached my Profile that details some of my many outdoor activities.

I have worked with both Graham and John on a number of bush track projects over past years. Due to their extensive experiences over many years, I look to them for advice and guidance in regard to track building and maintenance.

They were instrumental in developing the recently opened, and now much used, Korimako Street that runs from the Crows Nest Track at the southern end and sidles around the lower eastern flanks of Crows Nest hill to join up with Bells Track at its northern end.

It is therefore with confidence that I wish to support their efforts to, in effect, extend the Korimako Track northwards around Mt Kaukau through to Khandallah Reserve. Their keenness and enthusiasm coupled with their experience and ability will, in my opinion, guarantee an eventual successful completion of this initiative.

Regards from  
Peter Crosland

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## **PERSONAL PROFILE**

### **PETER CROSLAND**

Home Address: [REDACTED] Ngaio, Wellington 6035

Contact Phone: [REDACTED]

He is an active outdoors 69 year old who has been a keen tramper and climber for many years. He climbed Mt Aspiring (3,300m) in 2003 and then Island Peak (6,102m) in Nepal in 2007. He is presently involved in a project to improve track markings / cairns along the Tararua tops route from South King Saddle eastwards down and onto Baldy Peak – after having been rescued from the southern lower flanks of Baldy in January 2018 when he got ‘lost in the mirk’.

Other outdoor activities he is involved with include:

- Actively involved in voluntary track maintenance and track development on Johnsons Hill in Karori over the ten year period 2006-2016
- Founder Member of the Bush Trackers Anonymous – a voluntary group of about 12 senior men all of whom have been and continue to be actively involved in bush track maintenance and development in the western suburbs of Wellington
- Actively engaged for the past 2.5 years from 2016-2019 in track maintenance activities on the Crows Nest Track and the Korimako Track that cross the private land between Huntleigh Park Bush Reserve and the Crows Nest peak. This work included installing bench seats at a number of lookout points
- Progressive elimination of wild cherry trees invading regenerating bush on lower eastern flank of Crows Nest hill from 2017-2019
- Actively involved at Crofton Downs Primary School with developing improved access to the school’s bush reserve for their school children. This has included the planning and building of an outdoor classroom in the bush reserve
- Coordinator of the Pest Trapping Team that regularly monitors and clears the trap lines in the Orleans Bush Reserve in Ngaio.

# Outer Green Belt Management Plan Submission

Wellington City Council

*March 2019*

**We would like to appear in person to support our submission**

*Contact person:*

Shine Wu, Chair  
Wellington City Youth Council  
c/o Wellington City Council  
PO Box 2199, Wellington 6140

**Wellington City Youth Council**  
Te Rūnanga Taiohi o te Kaunihera o Pōneke

## **Introduction**

1. The Wellington City Youth Council (Youth Council) welcomes the opportunity to submit on the Outer Green Belt Management Plan.
2. Youth Council has not attempted to address every aspect of the Plan. Specifically, Youth Council has not addressed boundary and other issues in areas in which Youth Councillors are not familiar. We feel that better information could be gathered through engaging with young people in the specific areas concerned, under Council's Youth Engagement Framework.

## **Overview of submission**

3. The submission by Youth Council on the Outer Green Belt Management Plan will address the following topics:
  - a. The vision of the plan
  - b. Tracks and plans
  - c. Accessibility and facilities
  - d. Grazing and development
  - e. Boundaries of each sector
  - f. Other considerations

## **The vision of the plan**

4. Youth Council generally agrees that the 'Vision Statement' on the front of the summary document captures what is special about the Outer Green Belt



Reserves. However, the document's focus on the Outer Green Belt being the visible and physical edge of the city seems to overshadow some of the points attracting people to the Belt.

5. The statement acknowledges the Belt's use and importance for the majority of Wellingtonians. Though this is an important point to make, the emphasis on it over and above points such as that the Belt protects and connects people to nature, as well as that it is a city escape, seems illogical. Those are the features that make this great natural area of Wellington so significant and worth not only preserving but expanding.
6. Concerning Part 2.3 and Part 3 of the draft Plan, Youth Council agrees with the Guiding Principles, and with the notion that the Plan highlights support the marked aspects of the Vision. Youth Council believes better definition of the Key Values in context would improve their accessibility and use.
7. Youth Council believes that community projects for the cleaning and maintenance of the Outer Green Belt would support the Vision's emphasis on protecting and connecting people to nature. Projects such as these would serve as educational opportunities for young people, a productive escape from city life, and an additional support structure for the Outer Green Belt. In Youth Council's opinion, community partnership should be actively facilitated and organised by Council and heavily promoted around the city. In the same way charities organise beach clean-ups to great success, such events would work well on the Outer Green Belt. However these events would require more support as the wilderness of the Outer Green Belt makes it a potentially dangerous terrain.
8. Youth Council is concerned that Part 4.6.2.1 lacks explicit commitments to mana whenua, and that far more could be promised in terms of partnership. Mana whenua shouldn't simply be kept informed about plans for the Outer Green Belt, but actively involved wherever possible in decision making.

## **Tracks and paths**

9. Youth Council believes the proposed track network achieves a good even spread of opportunities in all sectors that will allow a wide range of people to enjoy and experience the Outer Green Belt.
10. Youth Council supports the focus on ensuring that all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas. This will mean that a wide range of communities are able to access their local Green Belt area without taking up too much time out of their busy lives. Loop tracks would be particularly beneficial for family groups with varying levels of fitness and interest, as they're something most people can access and enjoy together. Information boards located in community centres with the entrances clearly marked would create awareness of these loop tracks within communities.

## **Accessibility and facilities**

11. Youth Council believes the main challenge presented to many people who try to access the Outer Green Belt are the steep climbs required to reach the ridgeline that spans much of the Outer Green Belt. Once people are on that ridgeline, it is significantly easier to move around. Advertising of spots where vehicle access and parking are available near to the ridgeline (for example, near Makara Peak) would be a way of minimising the accessibility issue the hills present.
12. In the Makara Peak Mountain Bike Park, some local companies run shuttles to the peak so people can go downhill mountain biking without the steep climb to reach the top. The provision of a transport service from main hubs could improve access to these peaks without burdening people with the climb up. This could be of particular use for those with existing mobility issues or young families.
13. Families and social groups make frequent use of cafes around Wellington as their go-to excursion for socialising and relaxing. Looking into the possibility of opening up cafes or pop-up coffee shops near to some of the main entrances to

the Outer Green Belt would be a worthy cause as it may help draw attention to the opportunities the Belt offers in terms of recreational activities for before or after a coffee and/or food.

14. Youth Council supports the proposal for new entrances, and believes it will encourage more people to use the Outer Green Belt reserves.
15. Youth Council believes proposed new entrances should be completed in the following order: Brooklyn wind turbine, Wrights Hill, Chartwell Bush/woolshed, 268 Ohariu Valley Road or McLintock Street, Ohariu Valley Road or Upper Stebbings Valley.

## **Grazing and development**

16. Youth Council supports the proposed alterations to grazing in the Outer Green Belt. The purpose of the Management Plan is to improve the user experience of the Belt, and having farm animals in a public space creates significant experience and accessibility issues. Furthermore, the regeneration of native bush is an important ecological priority for Wellington, and the removal of grazing animals from the Belt will support this regeneration. Youth Council remains interested in solutions that respect Wellington's delicate and unique ecosystems, and highlights a solution raised by Officers that the Belt may begin to manage itself in terms of grass development if left alone.
17. Youth Council believes that the Management Plan as proposed (with the objections and concerns noted) will support a Green Belt that caters to a city with an increasing demand for bush experiences. By making the Belt more accessible and more usable as proposed, Wellingtonians gain a better green space today, and a multitude of lifestyle benefits tomorrow. Additionally, in relation to Wellington's climate change priorities, the Belt acts as an important tool for reaching carbon neutrality.

## **Boundaries of each sector**

18. Youth Council supports Council's desire for the Belt's boundaries to be better aligned with the wishes of the community. With the aforementioned proviso that we have varying knowledge of the specific sector communities, overall Youth Council is supportive of expanding the Belt, and allowing easy movement between the sectors.

## **Other considerations**

19. Youth Council believes that in order to increase youth engagement with the Belt, and to promote sustainability, Council should promote and improve access to the Belt for those without personal motor vehicles. Youth Council believes that more information needs to be available on public transport for accessibility to the Belt, as well as more general accessibility information including road access.
20. Youth Council additionally believes that more emphasis should be placed within the Plan on heritage. The Belt covers areas of Wellington with considerable historical significance, and Youth Council encourages Council to engage with mana whenua and local communities to create historical displays and signage about individual areas of the Belt. Specifically, Youth Council believes that the unspoilt nature of the Outer Green Belt provides a valuable opportunity to educate Wellingtonians about the history of our land before European settlement.

## **Summary**

21. On the whole, Youth Council supports the proposed Outer Green Belt Management Plan.
22. Youth Council believes that the proposed Vision supports the Plan's goals and intentions, as well as the interests of young people and the community.

23. Youth Council supports the inclusion of loop tracks within the Outer Green Belt, as an accessible and easy way for families and young people to engage with the Belt.
24. Youth Council supports the proposed entrances, and believes that facilities including food and beverage outlets will support the use of these entrances and the Belt as a whole.
25. Youth Council encourages Council to improve the accessibility of the Outer Green Belt, especially for those with mobility issues and without access to personal motor vehicles.
26. Youth Council supports the proposed changes to grazing within the Outer Green Belt, in the interests of those who use the belt. Youth Council encourages Council to pursue grounds keeping options that respect the ecology of the Outer Green Belt.
27. Youth Council supports in principle the proposed boundaries of the Belt's sectors, but encourages Council to engage with the specific communities affected.
28. Youth Council encourages Council to utilise the Outer Green Belt as a heritage learning opportunity through signage and displays.

# Draft Outer Green Belt Management Plan 2019

The Outer Green Belt reserves support the growth of Wellington City and our compact urban form. The draft management plan describes how the Outer Green Belt provides ecosystem services to the city (such as providing fresh water, holding carbon and protecting soils and vegetation).

The draft plan also notes the role of the Outer Green Belt as a recreation space that is easy to access and where people can participate in a range of activities such as walking, running, biking or participating in environmental care groups. This allows people to meet others in their community, lead active lives and foster a connection to the natural environment, even though they live in a city. The plan includes ideas about how the reserves can support city resilience and help create resilient communities.

The draft plan and Summary Document will help you complete this questionnaire. Feel free to skip any questions that don't affect or interest you.

We want to hear your views on the proposed Draft Outer Green Belt Management Plan 2019. You can answer these questions online at [wellington.govt.nz/OGBplan](http://wellington.govt.nz/OGBplan), email your thoughts to [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz) or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 25th March 2019.**

## Privacy statement - what we do with your personal information

All submissions are provided to elected members. Submissions (*including names but not personal contact details*), will be made publicly available at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

## Your details

|                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Your name*: Jackson Lacy                                                                                                                                                                                                                                                                                          |
| Your email or postal address*:<br>jacksonlacynz@gmail.com<br>Or [REDACTED] (attn: Dominic Tay, Democratic Services)                                                                                                                                                                                               |
| You are making this submission:<br><input type="checkbox"/> as an individual<br><input checked="" type="checkbox"/> on behalf of an organisation. Your organisation's name: Wellington City Youth Council                                                                                                         |
| I would like to make an oral submission to the Councillors <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No<br>If yes, please give your phone number so that a submission time can be arranged*:<br>Contact Shine Wu, WCYC chair: [REDACTED] or liaise with Dominic Tay in Democratic Services |

\*mandatory field

## Draft Outer Green Belt Management Plan 2019

|                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Do you agree that the Vision statement on the front of the Summary Document or in Part 2 of the draft plan captures what is special about the Outer Green Belt Reserves?<br><br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know<br>If not, why not?<br><br>Please refer to paragraph 4 of our written submission. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

2. Looking at the Summary Document section 'What is the Outer Green Belt?' or at Part 2.3 and Part 3 of the draft plan, do you agree with:

|                        |                                         |                             |                                     |
|------------------------|-----------------------------------------|-----------------------------|-------------------------------------|
| the Guiding Principles | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| the Key Values         | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |

3. Looking at the plan highlights in the Summary Document, do you think these will help achieve the Vision that *the Outer Green Belt*:

|                                      |                                         |                             |                                     |
|--------------------------------------|-----------------------------------------|-----------------------------|-------------------------------------|
| is Wellington's wild green connector | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| visibly defines the edge of the city | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| protects and connects nature         | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| invites people to escape and explore | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |

Why/why not?

Please refer to paragraph 6 of our written submission.

4. Looking at Parts 3.6, 3.7 and 4.6 of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

☒ Yes ☐ No ☐ Don't know

What do you think could be added?

Please refer to paragraph 8 of our written submission.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (*the Skyline Track*) is identified in the plan as the main priority for track development in the next 10 years (*refer to part 4.5 of the draft plan*). Do you agree that this should be the main priority?

☐ Yes ☐ No ☒ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (*refer to Part 4.5.2.3*). Click here for maps showing the proposed track networks.

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

|          |                                         |                             |                                     |
|----------|-----------------------------------------|-----------------------------|-------------------------------------|
| Sector 1 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 2 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 3 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 4 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 5 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 6 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 7 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

**Please refer to paragraphs 9-10 of our written submission.**

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

**Please refer to paragraphs 11-13 of our written submission.**



8. The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

Do you support the draft plan proposal to phase out grazing animals?

☒ Yes

☐ No

☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Please refer to paragraphs 16-17 of our written submission.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (*refer to the map of the entrances on page 60 of the draft plan*). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

Do you support this proposal?

☒ Yes

☐ No

☐ Don't know

Do you think it will encourage more people to use the Outer Green Belt reserves?

☒ Yes

☐ No

☐ Don't know

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

Please refer to paragraph 15 of our written submission.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes

☐ No

☐ Don't know

Why/why not?

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions and descriptions for each sector (*shown on the Map Page*).

**As per paragraph 18 of our written submission, Youth Council supports in principle the boundaries and plans but recommends continued consultation with affected young people and community groups.**

**11. Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☒ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

**Please refer to paragraph 18 of our written submission.**

**12. Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☒ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

**Please refer to paragraph 18 of our written submission.**

13. Sector 3 (*Kaukau*) extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☒ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

**Please refer to paragraph 18 of our written submission.**

14. Sector 4 (*Chartwell/Karori Park*) extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☒ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

**Please refer to paragraph 18 of our written submission.**

15. Sector 5 is Makara Peak. This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable about this particular area?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☒ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

**Please refer to paragraph 18 of our written submission.**

16. Sector 6 (*Wrights Hill/Zealandia*) extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☒ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

**Please refer to paragraph 18 of our written submission.**

17. Sector 7 (*Te Kopahou*) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☒ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☒ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☒ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☒ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

**Please refer to paragraph 18 of our written submission.**

18. Do you have any comments on the proposed reserve classifications in the draft plan? Please provide the name and/or legal description of the reserve and your comments.

Please refer to paragraph 18 of our written submission.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan 2019.

Please refer to paragraphs 19-28 of our written submission.

1st fold here - fasten here once folded

2nd fold here

J006685

Free Post Authority Number 2199

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



Freepost 2199  
Outer Greenbelt Management plan 178  
Open Space and Recreation Planning  
Wellington City Council  
PO Box 2199  
Wellington 6140

**Shona McCahon**

---

**From:** Lisa Bond [REDACTED]  
**Sent:** Wednesday, 27 March 2019 2:40 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Off leash dog walking

I support off lead dog areas walkways and areas.

Lisa Bond  
[REDACTED]



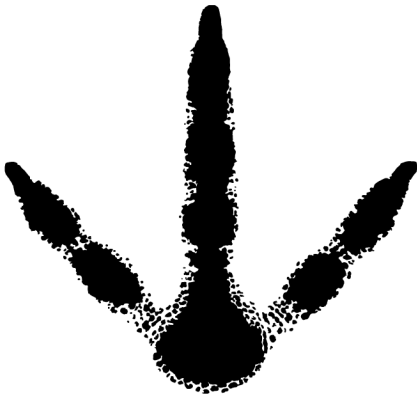
## **WCC Outer Green Belt Management Plan – Capital Kiwi submission**

Capital Kiwi is a landscape scale community conservation project aiming to create and sustain a population of wild kiwi in the hill country west of Wellington and south of Porirua. Foundational funding has come from Predator Free 2050 Ltd and Wellington Community Trust. A partnership MOU has been signed with Predator Free Wellington (WCC, GWRC and NEXT Foundation) and partnerships have been forged with iwi, landowners, Wellington City Council, Greater Wellington Regional Council, Department of Conservation, Kiwis for Kiwi, Meridian, and Goodnature.

The project area is 23,000ha from Porirua southwards to Red Rocks. The core project area is an 11,000ha area that is effectively the southwest corner of the North Island. This comprises Terawhiti Station, Kinnoull Station, Makara Farm, Meridian West Wind, and WCC reserves Te Kopahou and Makara Peak. The focus of Capital Kiwi's 4,400 traps is to remove the threat of stoats; this is the pivotal action required to enable a sustainable population of wild kiwi. Stoats are responsible for c. 2/3 of kiwi chick predation. When kiwi reach an adult fighting weight of 1kg it can fight off stoats, possums and rats. The main animal threats to adult kiwi are ferrets (not present in the Wellington region) and uncontrolled dogs.

In the vast bulk of the core project area dogs are either excluded, or the only dogs present are working dogs (who will be put through aversion training); we consider the risk to be relatively minor. After three years of sustained stoat control we will be looking at reintroducing kiwi (2020-2021).





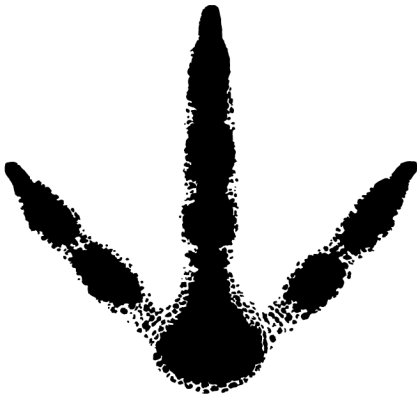
Ultimately the goal is to have kiwi living alongside people in areas of the Outer Green Belt, with residents from Karori to Mt Kaukau going to sleep at night hearing kiwi. We expect to reach this point in 4-5 years. For more details see [www.capitalkiwi.co.nz](http://www.capitalkiwi.co.nz).

## **Capital Kiwi and the Outer Green Belt (OGB)**

While the bulk of the Capital Kiwi project area is private land where key risks are mitigated and base kiwi populations will be established, the higher profile areas where people and kiwi will intersect will be public reserves. There are some OGB areas where there will be a conflict with existing behaviours of some people. This could potentially be 2-3 years away, but we will need to begin planning for that now.

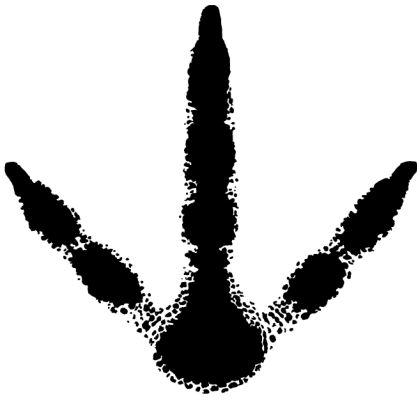
Capital Kiwi is seeking to establish a strategic context, and partnership, for achieving behaviours that will enable kiwi, people and pets to live alongside each other in the Outer Green Belt (OGB).

We have inspiring references where intersections between people, pets and kiwi are being successfully managed e.g. Whakatane/Ohope, where a kiwi population has grown from 8 birds to 300 in a decade and kiwi are regulars in backyards; Oban on Rakiura-Stewart Island where kiwi are seen on the rugby field and golf course; and over the harbour in Remutaka Forest Park, where a population has grown from a dozen re-introduced kiwi to 150 birds, and residents of Sunny Grove in Wainuiomata hear kiwi at night. Where key threats are managed and the community is on-board



as kaitiaki, Kiwis and kiwi can live together. We look forward to working closely with WCC to replicate those successes in Wellington reserves.

- We request that the geographical references in the draft plan that specifically mention Capital Kiwi are broadened from Te Kopahou\* to include the entire OGB. (\*While acknowledging that Te Kopahou holds particular promise as a publicly accessible kiwi zone: with little present conflict of interest and ideal habitat, the uniquely rugged 500ha South Coast wilderness area is well placed to have a context established where people and native biodiversity can co-exist.)
- A key concept expressed in the plan is the value of the OGB as an ecological corridor, facilitating the spread of native wildlife throughout the city. Capital Kiwi will be a salient regional contributor to this vision through its landscape-scale control of mustelids and other predators. The OGB will also be key in the realisation of Predator Free Wellington ambitions.
- Dogs are required to be on a leash in the OGB except in designated dog exercise areas. The plan notes, however, that people frequently let their dogs loose on the OGB. We believe that the existing by-laws are sufficient in principle, but that for ecological corridor goals, as well as PFW and Capital Kiwi ambitions to be realised, behaviour shifts will be required. This will require a multi-pronged campaign encouraging considerate pet ownership. Such a campaign will target a range of motivations. It will involve positive community-led leadership, and will communicate the



benefits of controlled dogs for owners, dogs, and other OGB users, as well as for vulnerable native wildlife. (For a small minority of dog owners, it will mean increased by-law enforcement.) We'd look to work together with key stakeholders (e.g. rangers, dog walking and pet care businesses, local vets, SPCA, Zealandia, Makara Peak), and to replicate the inclusive 'Take the Lead' kaupapa used in Polhill Reserve, to achieve shifts in dogs on leads. We love dogs, many of our team are passionate dog owners, and we expect Wellingtonians to embrace the minor behaviour change in return for living alongside kiwi.

This will mean increased investment to what is currently going into this aspect of managing the OGB. Capital Kiwi will be able to contribute some resource. We expect that WCC and other partners will do likewise to achieve these shared goals.

Other kiwi projects have established dog community liaison roles and such a role has been recommended (with face-to-face local engagement identified as key to effectiveness); other investment would include subsidised/free aversion training. Capital Kiwi welcomes kōrero around partnership in this space.

Please contact us with any questions. Ngā mihi, go kiwi!

Paul Ward

Project Lead, Capital Kiwi



**Shona McCahon**

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**From:** Paul Ward [REDACTED]  
**Sent:** Monday, 25 March 2019 5:07 PM  
**To:** Shona McCahon  
**Cc:** Myfanwy Emeny; Bec Ramsay  
**Subject:** Re: Outer Green Belt Management Plan

**Categories:** Submissions-received-via-email

Kia ora Bec, Shona

I trust you received Capital Kiwi's submission to the OGBMP review?

Additionally we've been contacted by a group of south coast landowners (Terawhiti, Kinnoull, Michael Grace, Guy Parkinson) with regard to their submissions on the negative impacts of vehicles using the unformed legal road west of Owhiro Bay.

Their submissions list environmental damage, trespassing, littering, stock and property loss, poaching, firearms use, police call-outs, and scrub fires, among issues caused by vehicle access. They have mooted that the road could be re-classified as public reserve and managed within the Outer Green Belt Management Plan, as a way of more effectively managing/removing such negative impacts.

Capital Kiwi's goal is to create a landscape safe for kiwi, and we endorse efforts to mitigate activities that may negatively impact on kiwi (and other native biodiversity, e.g. nesting penguins and dotterels).

We'd be happy to add this to CK's oral submission if councillors had further questions.

Cheers

Paul (Ward)  
Project Lead  
Capital Kiwi

--

[Capital Kiwi](#) – restoring our taonga to the backyard of our capital city.  
Follow the mission on [Facebook](#), [Instagram](#)

**Shona McCahon**

---

**From:** Gail Dewar [REDACTED]  
**Sent:** Tuesday, 26 March 2019 12:51 PM  
**To:** BUS: Outer Green Belt Management Plan; Bec Ramsay  
**Subject:** Submission

Hi Bec

I am sorry this is a day late!! Hope I can be excused - I tried to do this online and found it difficult with registering etc and wasn't aware I could just email. Anyway, I am on to it now.

I would just like to put in a submission to support Grant Simpson from the Wellington Motor Bike Club. He has been holding organised trail rides on the green belt area. He is always very organised, safety conscious and gives many people the opportunity to enjoy the wonderful outdoor spaces we have in Wellington. He also supports our school hugely. Every time he holds an event in our area he gives us a very generous donation to go towards the various projects we have going on around the school. As a small rural school we need all the support we can get and his contributions are very important to us.

I would like to support Grant in his application to continue to have planned access to the green belt area for his organised trail rides.

I am happy to speak to you further on this if required.

Nga mihi

*Gail Dewar  
Principal  
Makara Model School*

## **Submission on Outer Green Belt Management Plan**

To Wellington City Council

25 March 2019

Thank you for the opportunity to submit on this important plan for the future of our green areas.

My vision for Wellington's green areas are that they provide a carbon sink for our polluting city, they are enhanced to support Wellington biodiversity, they continue to provide the backdrop to our city that we all can enjoy, and they are peaceful natural places that people can enjoy mostly on foot. The point of outer green areas is that they are less disturbed and modified than the busy inner green belt.

I do not support making our green areas into long roadways when we already have plenty of those for people in a hurry to go long distances, eg the Skyline track. Inevitably these dirt roads look very similar to the photos chosen to front the cover of the proposed plan, this is not a look I want for Wellington, it encourages speed, and is not a pleasant walking environment. I support providing facilities that are useful for local users as a priority.

In general the plan is overambitious with a focus on development which is hard to reconcile the five new main entrances with the idea of the escape to wild natural spaces. I would prefer that WCC concentrate on improving the Wellington biodiversity in the outer green belt with tracks only where they will not degrade the ecosystem.

It is difficult to see how this plan interacts with the management of the inner green areas and town belt. These inner areas already require significant work to maintain them let alone improve them. What are the overall Wellington priorities for all parks for the life of this plan? Why are toilets in the less used areas prioritised over toilets in busier spots?

### **Shared path policy as per the track network 4.5.2.3**

Shared tracks should be designed to accommodate shared use and not be formed like single foot tracks as many have been. This means they need to be wider which makes for a less appealing walking environment, lacking basic shade or shelter requirements. This is in fact an argument not to have shared tracks at all and I suggest WCC review its shared track policy. Shared paths are not pleasant places to be.

I do not support bike priority tracks. This is counter to the above policy that all tracks are shared. If the council continues to promote bike priority tracks then walk priority tracks should be developed also as a matter of urgency, to provide a good experience for people on foot the majority of users. This should be included in the review of track policy.

I note the plan supports developing a track network in proportion to the main user groups. This will mean that for some time to come walkers will get the priority they have recently lacked. This will mean that continuous long tracks for vehicle users will

have a lower priority in Wellington, while shorter local tracks that suit day walkers are prioritized.

I strongly urge low impact uses and track development in all of the Outer Green Belt that causes minimal damage to the natural landforms and flora (ie no heavy machinery used on tracks). Pleasant walking tracks can be quite simple paths provided they are separate from bikes.

### **Information base**

A better information base on users of the outer and all green areas in Wellington is required and should be a priority. Relying on a self-selecting 3 yearly survey does not provide sufficient or accurate data on who is using our parks, or who is not. Data on injury in our green areas is also required so that proper risk management is used to provide a safe space. This is not covered in the plan but should be.

Some of the policies in the plan rely on identifying specialist track users to allocate resources yet the information collected is not robust enough to do this. Clearly over the last several years walking has not received nearly enough of the resource relative to the number of users, even based on this survey. I would expect analysis of these proposals to ensure that resource is allocated to the most users and this analysis is provided in the plan.

### **Access to outer green belt**

There are a number of means to improve access to the outer green belt. The development of steps on steep tracks should be considered. Provision of shade and shelter is important for much of this area as it is very exposed. Walkers in the outer green belt can spend considerable time in the area (unlike vehicle users) and so shade can be very important. Shade is easily provided with narrow walk-only tracks. Seats should be provided at key vantage points along a track to allow for respite for users who need it. Simple seating can extend the range walked for many people.

Increased public transport should be the only transport encouraged to access the outer green belt. WCC should be working with GW to ensure that this occurs. Climate change impacts and reduction of carbon footprint should be a key consideration of all developments.

A more frequent and better weekend bus service to points along the outer green belt would encourage many more walkers to use these areas so that you could start in one area and still exit in another part without need to do a loop. A family pass should be supported by council. It is important that all people can access this public space. For example, the Ohiro Road bus is very infrequent and should have a better weekend service.

I do not support increased parking for access to parks. Ohiro Road in particular is not suitable to increase parking and already provides poor walking connections to the landfill entrance to Te Kopahau because of the numbers of cars parked on the footpath.

### **Removal of farm animals**

My only concern with removal of grazing animals is that weed control should be well established before the animals are removed. We need to be able to maintain and improve ecosystems with least effort.

### **Drone flying and ebikes**

Has WCC granted permission for users to fly drones over the outer green belt (required before drones are allowed to fly over land)? If so, how is this compatible with the wild natural use of the parks and enjoyment of other users.

Similarly has WCC allowed ebikes to use parks? The trial was completed over 18 months ago but no further decision were made on ebike use.

### **Other new recreational vehicles or adaptations**

This plan should consider how it will manage the development of new vehicle types in our parks. Some mountainbikes now look like motorbikes with large wide tyres and power assist, making them both faster and more damaging to tracks. There are many other new types of vehicle that could be used in our parks and a management approach is required.

### **Off lead dog areas**

I would prefer that new areas are decided on a case by case basis after consultation with the local community of dog owners and non-dog owners. Many off leash areas are in prime recreational spots which inhibits more preferred uses.

### **Johnsons Hill**

All of Johnsons Hill should remain walk only including the pine ridges to the north. Any discrepancy within other plans should be fixed to ensure that this premium walk-only experience within fabulous regenerating native Wellington forest remains just that.

### **New main entrances**

Any new entrances should be in location-appropriate materials that enhance an area (rather than exotic materials like river boulders which don't occur naturally in Wellington).

Brooklyn wind turbine improvements seem like they would provide a service for the new commercial venture in this area. Wheelchair and buggy users will only be safe along this road if vehicles are controlled.

### **Wrights Hill**

Wrights Hill is the most likely place that could be developed to provide an access for wheelchair users and more buggy walks and this should be a priority for access here.

### **Chartwell Bush – Karori Park**

I support walk priority tracks to be developed in Karori Park to provide pleasant walking experiences for the many on foot users in this area. I do not support mountain-bike tracks in Karori Park.



**Makara Peak mountainbike park**

This park should be enhanced to ensure that all downhill mountainbike activity and key mountainbike development occurs in this park, and only this park. The same risk analysis should be applied to mountain-biking as is applied to other green belt activities (eg use of swings).

**Te Kopahau**

I support reduced access on the coastal road from Owhiro Quarry. In recent years this has become a hoon road and has made walking to the red rocks (a longtime Wellington favourite walk) much less pleasant. The southern coast was intended to be a wild natural area and not a sanitised over-explained roadway. Any extension of the track around the coast should be for walkers only with minimal services provided.

The ecologically challenged areas identified should be considered as priorities for further protection and not have tracks built through them at all.

Ellen Blake



Mt Victoria

Written Submission in response to Outer Green Belt Management Plan 2019

I have owned the property at 7 Versailles St since 2013.

This submission is in reference to the draft plan for the Wrights Hill/Zealandia zone, the strip of land adjacent to Versailles St, near the Water Tank (6.2.4).

This land should not be reclassified as reserve until the issues of future use of the land are resolved in a mutually respectful and collaborate way, with the adjoining property owners.

There has been no consultation or engagement with residents regarding the new draft plan other than what the residents have proactively initiated.

If the area is to be re-vegetated there is a concern about significant loss of sunlight and warmth to adjacent housing. There is also concern about the maintenance of the land once it is vegetated, ongoing weed and pest control as well as fire risk.

Another concern is compromised privacy and security that potential walking tracks will create. There are already walking tracks adjacent to the strip, which don't compromise the privacy and security of homeowners. These factors also have the potential to significantly affect property values.

Council should collaborate and engage with residents of the strip positively so we can move forward and develop a future-focused plan that is mutually beneficial to all parties concerned.

Catherine Hope  
[REDACTED]

## **WCC OUTER GREEN BELT MANAGEMENT PLAN**

### **Submission from Cross Country Vehicle Club**

#### **PART A - ABOUT CCVC**

The Cross Country Vehicle Club (Wellington) Inc (CCVC), was incorporated 48 years ago and with over 200 members has long been the largest four wheel drive club in New Zealand. The Club prides itself on many years of involvement in public good causes. The Club constitution states that, among other things, the purpose of the Club is to:

- Promote, encourage and conduct four wheel drive trips and events
- Support the retention, development, maintenance and utilization of roads, tracks and places suitable for four wheel drive trips and events
- Act in cooperation with any government department, local authority, club, committee or person for the promotion of the purpose of the Club

CCVC has worked with landowners, Department of Conservation, councils and environmental groups for many years based on these principles. Activities relating to WCC have included track maintenance, conservation and planting work, coastal clean-up (including recovering vehicles and removing wrecks), carrying members of the public on WCC 4WD outings and taking special interest groups into otherwise inaccessible areas.

CCVC has been working with WCC on public good activities for the last 18 years. We have also for a number of years participated in WCC ranger and police initiatives on driver education promoting responsible driving around the South Coast Red Rocks area.

You may be aware that CCVC and WCC signed a MOU in 2018 confirming and cementing our ongoing relationship.

More recently we have assisted in the track clearance and deployment of traps in conjunction with Capital Kiwi in the Te Kopahou block. CCVC will, under a finalized MOA with Capital Kiwi and WCC, monitor and reset these traps for the next two years.

We have also worked extensively with other DoC and various councils, for example the GWRC summer program sunset trips with both “passenger” and “tag-a-long” trips, the Horowhenua District Council and latterly with Upper Hutt City.

The point of this lengthy introduction is to establish the fact that four wheel drive activities can and do contribute positively to communities, when well organised and managed.

## PART B - SUMMARY OF SUBMISSION AREAS

CCVC has detailed submissions covering:

- The Plan as a whole and the need to be consistent with the approved Open Spaces Plan and include managed (i.e. specifically authorized) 4WD<sup>1</sup> activities as a valid recreation use on the OGB. This also includes some comments on Sectors 1 – 7.;
- The South Coast and the Legal Road (which is well used by 4WD's including CCVC) and which CCVC submits should be excluded from the OGB Plan.

CCVC notes that each sector has a number of “communities” listed and whilst these may be useful for future consultation there are also city-wide interests such as CCVC and no doubt others that should also be considered.

**CCVC would wish to make an oral submission to WCC on the OGB Plan draft.**

## PART C - CCVC SUBMISSION

### Part C1 - 4WD as a recreational activity

The **Open Spaces Access Plan** approved by WCC in 2016 provides that:

*“Existing tracks suitable for motorised recreation can be used on a managed basis by clubs and organisations in accordance with Reserve Management Plans.”*

The draft OGB plan moves away from this positive position to a much more negative approach in:

Para 4.5.2.2 Para 1 ....*Prohibit or manage through specific approvals....*

Para 5.3.3.1 Para 3 states that specifically prohibited activities include:

- *off-road use of motorised trail bikes or 4 wheel drive vehicles (unless approved for one-off recreational event access)*

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<sup>1</sup> The draft uses “off road vehicles” and 4WD vehicles variously. CCVC notes that 4WD vehicles (of which there are many thousand in Wellington) are generally used both on and off road and are accordingly Registered and Warranted, whereas “off-road vehicles” more often refers to specialized vehicles which may be trailered to an off-road location before use. There is likewise a liberal use of “tracks” to indicate both walking, MTB and 4WD capable routes.

The Open Space Plan and the OGB plan should obviously need to be consistent in both wording and emphasis and therefore **CCVC submits that the theme and wording of the Open Space Plan should be incorporated into the OGB Plan.**

To achieve this the following changes are seen as necessary:

**Par 4.5.2.2 Para 1 should read:**

*“Permit existing tracks suitable for motorised recreation to be used on a managed basis by clubs and organisations in accordance with the criteria in 5.3.2, and for access for other vehicles used for servicing, management, emergency and civil defence use.”*

**Para 2** could remain as is.

**Para 3** should be deleted and parts rewritten elsewhere. As at present it appears to suggest that a permitted activity under the Rules of 5.3.2 would somehow be subject to further rules from Para 3. CCVC submits that all approval criteria should be in one area in the plan (5.3.2), rather than dispersed as at present.

**The bullet point 5.3.3.1. (given above) in the OGB draft should be deleted and replaced with a bullet point in 5.3.1 Para 1 that reflects the Open Space Access plan, preferably with the same wording, being**

- *Existing tracks suitable for motorised recreation can be used on a managed basis by clubs and organization (but deleting the reference to Reserve Management Plan as the OGB plan is such a management plan).*

This would limit managed access to existing tracks which were originally formed for vehicles and where occasional use will have minimal impact. Much of the OGB areas now owned by WCC were originally farmed which necessitated suitable 4WD access tracks. These tracks are now used for land management, utilities maintenance<sup>2</sup> and the like. The impact of occasional 4WD use for recreation has a minimal impact on the land in comparison to other usage. In fact, there are positive impacts such as suppressing growth and keeping the tracks in better condition for all users, especially walkers and emergency services. These are quite apart from assisting in WCCs higher level<sup>3</sup> objectives such as Accessibility and Open space Recreation.

In the **Explanation section** (Page 53) a more balanced text would be required such as:

The Outer Green Belt is primarily a recreational environment away from the urban area, where motorised vehicles would normally only occasionally be encountered. Therefore, motorised vehicle access under this plan is limited. Explanation. Moved to later in text.

<sup>2</sup> “Many of the roads and tracks currently used for recreation were built and/or are maintained by utility companies”. Outer Green Belt Management Plan 2004, Page 28

<sup>3</sup> Wellington’s open spaces, including the coastline, harbour, Town Belt and Outer Green Belt are accessible to all and provide a wide range of recreational opportunities that do not compromise environmental values”. WCC Strategic Plan

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 WCC 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. Such events could enable some people to access the Outer Green Belt who would otherwise be physically unable to do so e.g. elderly, children, or a 4WD club providing transport to enable a community group to carry out a botanical survey.

[A significant change in this Plan is the proposal to extend the Outer Green Belt to the South Coast, which means the unpaved legal road around the coast from the Te Kopahou Visitors Centre is now part of the Outer Green Belt. Arrange of recreational users, including walkers, those seeking 4WD access much further around the coast, as well as for owners of historic baches (See Part 6, Management Sector 7) on the coast use this road and need to recognise and respect the usage needs of others.] Explanation - CCVC has bracketed the text as it considers the Coast Road should not be included in the OGB Plan, but if WCC decides otherwise the text should be balanced as above.

**The criteria in 5.3.3.1** should incorporate Para 3 of 4.5.2.2 as follows:

- a) group size for informal activities (up to 30 people – or 30 vehicles for motorised use) 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 (minimising conflict between park users), and frequency of use of the particular location
- 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) and suitability of existing tracks for vehicle use
- g) compatibility with maintenance or management of Outer Green Belt reserves at certain times.

On a more general basis a typical 4WD use is a “through trip” from an entrance to another entrance, typically over a day or half day, with perhaps a dozen vehicles. Interaction with any other use is limited to the common time in any area which could range from 5 minutes to 15 minutes as a 4WD group passes through. Travel is at relatively slow speeds (less than 10 km/hr) and is well able to pause to allow others to pass. Typically the first vehicle will advise the other group or user that there is say 10 other vehicles following, and will also advise the other vehicles by radio communication of the presence of the other user. Virtually without exception, the interaction does not have an adverse effect on others (judged by on site discussions).

A medium term possibility is contiguous 4WD access along much of OGB ridgelines. From Spicers, through Kaukau to Karori, Makara Hill, Wright Hill and outside Zealandia to Te Kopahou. The few areas without WCC Land or formed tracks can be linked by public roads. Parts of this, are a real possibility now for a CCVC managed “tag-a-long” or “passenger” type trip which could form part of the Summer City activities.

WCC is also moving to afford priority to particular user groups in various areas. Examples are Makara Peak (MTB) and Spicer Forest (horse riding). This tends to give expectations to those groups that other users such as 4WD use is not welcome and the Plan should reinforce the non-exclusivity of such special areas. CCVC considers that within the large 3,000 hectares (and more to come) of the OGB, stretching over 29 km, it should be possible to provide a small area for 4WD managed activities such as driver training, and learning about vehicle capabilities. CCVC runs regular training days for new members and would welcome the opportunity to identify such an area. **It therefore submits that a new Action should be included** along the lines of “work with interest groups to identify an area suitable for managed 4WD activities such as training etc”.

If the maps are to be retained in the Plan, CCVC submits that they should be complete and include all existing formed and farm tracks that are potentially utilisable for 4WD access.

### Comments on Sectors

#### Sector 1 Spicer

There is an effective 4WD track along the length of the Airstrip Block which should be recognized in planning.

The gap at the northern end of the Airstrip block to join the Spicer block (about 50 metres) is on private land which is a part of the Stebbings Valley land. WCC should prioritise an agreement with the landowner (Stebbing's Farmlands?) to obtain a future ridgeline portion to facilitate the early construction of effective public access, including 4WD access. Actual subdivision could await the provision of the land as a reserves contribution or similar.

#### Sector 2 Ohariu

CCVC welcomes the purchase of 268 Ohariu Rd and notes that it provides a (little used) route for access by 4WD to the 280 m high point.

It is difficult to see why Transpower would not be willing to sell their parcel to WCC provided their access and future utility was assured. This is seen as preferable to the proposed action in 6.2.2.6 Para 3 which should be broadened to include potential purchase as well as public access easements.

#### Sector 3 Kaukau

The text on Old Coach Road does not recognize that it remains a Primary use as a legal road and that the Secondary use is as a Historic Reserve.

#### Sector 4 Chartwell

In Para 6.2.4.5 the text talks of a paper road whereas it is in fact fully formed by cuttings and is readily drive-able. In reality it is a farm track situated exactly on a legal road. It was presumably gazetted to give access to blocks below the Otari Trig. Planted trees mark a likely location for a dwelling. Whilst the acquisition of easements above Parkvale

Rd/Montgomery is desirable, the ultimate goal must be the purchase of suitable property. Completion /clearance of the 4WD route along this ridge is seen as important to provide continuity and access to other walking/MTB tracks.

#### Sector 5 Makara Peak

CCVC is not normally supportive of Stopping Legal Roads as proposed in Para 6.5.3.1 Para 2. If the Stopping is to be pursued then CCVC submits alternative managed access should be available by either or both of the formed 4WD tracks to the summit.

#### Sector 6 Wright Hill

CCVC notes there is a significant area between Wright Hill and South Karori Rd which is untracked and relatively inaccessible. It is suggested a medium-term project could be to create an access track, from say the Parade Ground generally along the land boundary down to South Karori Rd. As well as allowing land management access it would give 4WD access between the poorly linked parts of the OGB obviating the need for walkers to share MTB tracks, and possibly lead to other offshoot tracks for MTB use.

#### Sector 7 Te Kopahou

It is noted that it is proposed to classify the majority of the Te Kopahou Block as Scenic Reserve. CCVC questions why this is necessary as its future is already controlled through WCC land ownership and any objectives are easily achieved as landowner. This situation has seemingly been satisfactory for several decades.

CCVC recognizes that access to large parts of Te Kopahou are in fact through part of Long Gully, specifically the unsealed road from Hawkins Hill to Te Kopahou trig. CCVC is aware that provision of public access along this ridge roadway was a part of the application for Resource Consent when Long Gully was subdivided, but access now appears impeded by gates and notices prohibiting access. CCVC submits that public access should be clearly available.

#### Part C2 - The Couth Coast and Legal Road

CCVC is confused by the OGB Plan concerning the coastal road. The Plan deliberately narrows the scope from 2004 and the scope is stated as being:

The scope of this Plan is confined to only the land along those ridges that WCC either owns or manages on behalf of another agency, such as the Department of Conservation.

But it then identifies the “Coastal Road” as being a part of the proposed OGB (excluded in 2004 but now being potentially “transferred” from the SCMP). It is obvious that on WCC’s own statement, the Coastal Road, being a legally gazetted road, should be out of scope of the Plan.



CCVC notes that the scope of the “Coastal Road” in the OGB draft is also unclear. Presumably it intends to include the Legal and practical road where it is adjacent to/on WCC lands, but it is unclear what authority is sought or presumed over the sections beyond Sinclair Head that are adjacent to privately owned land.

The coastal road until just after Sinclair Head provides access to the area well beyond WCC landholdings (which is still legal road). It is certainly not reasonable to limit use or access in this initial area when it limits access to a much greater area of coast via the contiguous legal road.

It is also ambiguous as to whether “Access Permits” are necessary to be able to utilise the coastal road/legal road, although this is implied by the wording in Para 4.5.2.2 (page 53) and the following explanation. CCVC does not agree that permits should be required, and seeks the wording to be made clear.

CCVC notes that the legal /practical road along the South Coast is significantly different to much if not all of the Outer Green Belt because:

- It has severely limited practical access to and from other parts of the OGB;
- It does not contribute to the OGB purpose of delineation between urban and rural areas;
- It has distinctly different topography, vegetation, and usage;
- It is used by significantly different and wider interest groups;
- It does not fit within the WCC determined scope of the OGB, being neither a ridgeline or land along a ridgeline
- It has a long history of being open and accessible for public recreation
- It is unclear how a Legal Road could be managed in a Plan such as the OGB Plan.

Further the Coastal Area and Te Kopahou was not included in the OGB Management Plan process of 2004 and there is an extant South Coast Management Plan which covers the area.

As such CCVC submits that further consideration of this **coastal area and particularly the legal/practical road should not be considered** within the OGB management plan. The present provisions are considered more than adequate. If it ain't broke don't fix it.

However, CCVC also wishes to submit to the specific proposals concerning the coast/legal road to demonstrate that some actions proposed are unnecessary and undesirable.

The OGB draft notes that:

“In places the actual legal road area lies over steep cliffs and rock outcrops, and much of the route is subject to constant tidal erosion. ...

This suggests access is difficult and uncertain, but it could equally well say: “The coastal route, whilst difficult in some areas, is used by several dozen 4WD vehicles each weekend, generally without incident.”

There is certainly one area of steep rock (at Sinclair head) but otherwise the practical road is generally within the legal road as shown on WAMS. In one area the legal road is closer to the cliff than the practical road, but WCC has discouraged use of the legal route to protect the vegetation closer to the cliffs (a position CCVC supports). Minor parts are periodically subject to natural tidal induced changes, not “much of the route” as stated.

The point surely is that the decisions of WCC should not be influenced by statements which give a misleading perspective of the actual position. If you wish, CCVC is happy to give Councillors a “look – see”.

The “issues” raised in the OGB draft are:

Issues include: incompatibility between walkers, mountain bikers and drivers of motorised vehicles including motorbikes; vehicles unsuited to the unformed surface getting stuck; dumping of abandoned vehicles; vehicle damage to vulnerable coastal ecology and disturbance of wildlife; effects of coastal erosion; and risk of rock fall from the unstable faces of the former Ōwhiro Quarry.

CCVC submits:

- A) On incompatibility, CCVC notes that walkers and MTB users are able to enjoy exclusive use on Sundays. Users on other days should expect to meet other modes of transport. On such other days there is no real conflict if all users act in a sensible manner (reasonable speeds, managing small children, stepping off the road to allow vehicles, which travel at perhaps 10 km/hr, to pass, etc) which are little different to the actions expected in an urban environment. In any event any conflict management should not further penalise one group over another. Burden sharing is appropriate!

CCVC does recognize that some walkers do not welcome motorised use, and sometimes express that view. However, walkers and MTB users naturally tend to use the formed track created by 4WD usage. As such all users need to respect others.

There can be incompatibility from irresponsible motorbike use, who operate at excessive speeds (30 to maybe 50 km/hr on sections). Many of these are not Registered/warranted. Education, monitoring and Police/WCC enforcement are seen as appropriate.

- B) Vehicles (suitable or unsuitable) becoming stuck in soft sand or similar is simply a matter of the (in) competence of the drivers, but most vehicles are assisted as

necessary by other users. It is not clear why the incompetence of some minority of drivers should be considered a major public issue warranting intervention by WCC.

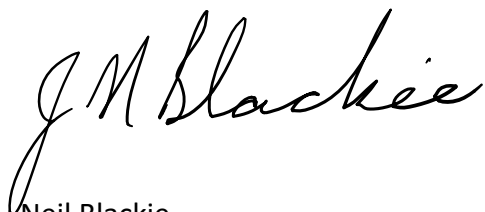
- C) Some vehicles are abandoned (perhaps one every year or two) and in due course removed (by the owner or by CCVC in conjunction with WCC). Abandoned vehicles are of course an issue for WCC on the cities formed road and the frequency of abandonment is likely no worse on the Coast Road than elsewhere in the City.
- D) CCVC accepts that some motorized users can cause damage to the ecology if they venture from the practical road. CCVC has been actively working with WCC to replant dunes and foster physical barriers in key areas. Education in terms of signage and monitoring, along with enforcement action as appropriate by WCC, is seen as the best solution.
- E) It should be readily possible to operate a periodic Police/WCC checkpoint to ensure vehicles and motorbikes meet the registration/warrant requirements on the legal road (Quite a common process on the formed urban roads!)
- F) Disturbance of wildlife (seals for example) is not solely caused by vehicles, but often by persons on foot approaching too close. Seals bask on rocks and near water and not on the 4WD track. A restriction on 4WD access may reduce the number of people in the area but is not a solution.
- G) There is undoubtedly some coastal erosion, but it is difficult to see how this can be largely attributed to motorised use. There is also ongoing replenishment of material from both tidal action and the cliffs.
- H) Rockfall risks in earthquakes are unquantified but of course are greater to those who take a longer time to traverse any particular area. This suggests unprotected walkers are at greater risk than somewhat protected motorised users. It maybe that the greatest rockfall risk is from loose material that WCC placed on the harder benches when the quarry closed! In any event the relevance of the issue in the OGB plan is not clear and does not seem to support restricting one group of users (or any users).

**Therefore, CCVC does not support 6.7.2.5 Proposals 5, 6, and 7.** It does however support increased education, and monitoring noted in Proposal 5, which could be extended to include Registration and Warrant provisions.

Please note that CCVC wish to support this submission with an oral presentation if that opportunity is available.



VEHICLE CLUB  
Wellington

A handwritten signature in black ink, reading 'Neil Blackie'.

Neil Blackie

President

Cross Country Vehicle Club

25 March 2019

E-mail



Suzanne Woodley & John Grimwood

Karori

Wellington 6012

Ph

25 March 2019

Wellington City Council  
PO Box 2199  
Wellington 6140

Kia ora koutou

**Re: Submission on Draft Outer Green Belt Management Plan, 2019 (the Draft Plan)**

This submission on the Draft Outer Green Belt Management Plan, 2019 concerns the strip of land comprising 0.3889ha that borders the rear of our property at 29 Versailles Street, Karori (photo attached). This is located in sector 6: Wrights Hill/Zealandia and referred to in the Draft Plan on map 2 as 6.2.3. The land is currently classified as a conservation site and was purchased by the City Council from the Regional Council in 2004. We note that the Draft Plan states:

There are 21 encroachments of private use from adjoining residential properties with addresses on Versailles Avenue [sic] 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.<sup>1</sup>

We further note that the Proposed Reserves Classification Outer Green Belt Management Plan, 2019, wishes to re-classify the area as Reserve. It describes the area as 'Zealandia Buffer – 133F Messines Rd, Karori' (though the affected area is mainly on Versailles Street) and describes the 'existing situation' as:

A narrow strip of land between Zealandia and residential properties, originally for fire break purposes. Intended to be for public enjoyment and as a buffer to Zealandia. Mainly lawn, with a number of encroachments by neighbouring residential properties. Reasonably flat site.

With regard to 'future development', the Council proposes the:

Removal of private encroachments and restoration of native vegetation as a buffer to Zealandia. Potential for a walking track.<sup>2</sup>

With respect to the alleged encroachments, Councillors will find that the only 'encroachment' we are responsible for is to have looked after and maintained this land, mowing and keeping gorse to a minimum for the 12 years we have lived there. This strip of land has also been cared for and maintained by the previous owners of our home and by our neighbours and the previous owners of their homes. This has been happening since the 1960s when our houses were built. Crucially, this ensures that a fire break is maintained between our homes and Zealandia. Contrary to the reserves

<sup>1</sup> Wellington City Council Draft Outer Green Belt Management Plan, 2019, pp. 171-172.

<sup>2</sup> Wellington City Council Proposed Reserves Classification Outer Green Belt Management Plan, 2019, p. 14.

plan statement above, the use of this area as a fire break is not just a previous use but an existing one. Planting this area would remove this protective measure leaving our homes vulnerable to the spread of fire. Fire threatening residential areas, as all Councillors will know, has recently been a major issue in Christchurch and Nelson and more recently in the nearby suburb of Wadestown. We are cognisant too that the risk of fire will only get worse with climate change. A firebreak *is* a ‘public benefit’.

We note that the Draft Plan acknowledges the ‘strong connections’ that residents have to the outer green belt and that communities, by caring for these places, ‘get to know each other and strengthen a sense of community’.<sup>3</sup> This is true of the Versailles Street strip where our shared maintenance and use of the space has created strong connections with neighbours. It is also a safe place for our children to play where they too forge friendships. Planting the strip will, however, restrict our connections with our neighbours. As the strip is located less than five metres from our back door it will also impact on our views across to Zealandia and significantly reduce the light and sun that currently comes into our home.

We also strongly oppose the proposal to build a track through the Versailles Street strip particularly as there is already a track located just down the bank from the strip. It starts from the Croydon Street Scout Hall, skirts the Zealandia fence, and ends up at the top of Messines Road. This existing track also provides public access to a reservoir from where views of the city can be enjoyed. Given the topography of the land between the Hall and 37-39 Versailles Street, building a track from the Scout Hall to the strip would likely involve extensive earthworks and therefore considerable cost to ratepayers.

A track within such close proximity to our house would also impact on our privacy and security. The houses that back on to the strip have minimal security from the rear and none of the houses have fencing between their properties and the strip. This is because the houses were built on the assumption that the strip would remain as a fire break. That is, this strip of land was a factor in the original design and influenced the location of these houses. As noted above, the strip is about five metres from our back door which, if a track was built, would mean people walking in very close proximity to our house.

We object as well to the fiscal implications of the proposal as it stands which would have rate payer money being spent on planting and a track instead of more pressing needs such as social housing, assisting the increasing number of homeless on our streets and fixing the Town Hall and public library. Once planted and/or a track built, the area will need ongoing maintenance – also an additional cost. Leaving the land as a firebreak will not only mean ongoing protection to resident’s properties from fire, but no additional costs being incurred by the Council as residents are willing and able to continue to maintain this strip of land.

It is of note that the 2004 District Plan recorded that the Versailles Street strip had been the ‘subject of discussion as to its best use and status’. This refers to discussions between residents, the Karori Sanctuary Trust and the Regional and City Councils in the 1990s as to the siting of the predator proof fence which was originally to run through the middle of the strip. The City Council resolved that this would not happen because of the impacts on privacy and views. The 2004 District Plan also acknowledged that the strip had been ‘maintained and used in common by Versailles Street residents for many years’ and that as the boundary ran very close to some of the houses that the ‘area may not work well as a reserve without some rationalisation of this boundary and clear definition of its use and management’. The action for the Council was as follows:

Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest in this land.<sup>4</sup>

<sup>3</sup> Wellington City Council Draft Outer Green Belt Management Plan, 2019, p. 68.

<sup>4</sup> Wellington’s Outer Green Belt Management Plan, May 2004, p. 150.

We are not aware of any attempt by the Council to resolve these issues in the intervening 15 years. Instead, the Council has drafted a plan in 2019 that if carried out will impact adversely on our lives. It will remove the protection offered by the existing fire break, it will obstruct our views, it will limit our community connections, it will block out sun and light, it will take away a place for our children to play and it will create security and privacy issues. It will also incur additional costs for ratepayers.

We therefore propose instead that:

- The Council acknowledges the need to maintain the existing firebreak;
- The Council commits to protecting our safety, privacy, security and views;
- Until the ongoing use is resolved, the Versailles Street Strip not be reclassified as reserve; and
- The Council seek to resolve the ongoing use and maintenance of the Versailles Street Strip by consulting residents and the public in a mutually acceptable and meaningful manner.

Ngā mihi,

Suzanne Woodley and John Grimwood





Photo showing 'Versailles Street strip' at rear of properties between numbers 23 and 39 Versailles Street. The Zealandia predator proof fence is to the right of the photo with existing track to the left of it.



**Our details:**

1. Name: Suzanne Woodley and John Grimwood
2. Email addresses: [REDACTED]
3. Postal address: [REDACTED] Karori, Wellington 6012
4. Capacity: We are making this submission as individuals.
5. Oral Submission: We would like to make an oral submission to councillors.
6. Phone number: [REDACTED]

**Shona McCahon**

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**From:** [REDACTED]  
**Sent:** Monday, 25 March 2019 4:25 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Submission fro Outer Green Belt management plan 2019

Hello, find find our submission notes below:

1) Private land should be removed from the Outer Green Belt management plan 2019.

Council should work with incentives not further regulations. More regulation of private land exacerbates the relationships with private owners. We want to work together with council to achieve shared outcomes and support a collaborative effort towards the greater good.

Keep private land out of the outer green belt.

2) We also want safe, ongoing / unrestricted council facilitated access to our properties through Hawkins Hill Rd.

Council must acknowledge that increased public and commercial (Council endorsed) activities are a major component of this roadways usage. Ideally the length of Hawkins Hill road owned by the WCC should be maintained and managed by WCC Roading Division in the fashion of all other public roads in wellington. It should not have to fall on Parks and Rec division to afford maintenance of this access way.

All the best  
Wil and Karen

## Outer Green Belt Draft Management Plan

### Submission from Wellington Civic Trust

The Wellington Civic Trust congratulates you on producing such a comprehensive and informative plan. This plan is of particular interest to the Civic Trust in addressing matters of relevance to some of its key objectives:

- To promote a civic environment whereby the City of Wellington, its surroundings, and its adjacent countryside becomes a resource for the use, benefit and enjoyment of all Wellington citizens;
- To stimulate public interest in and care for the beauty, history and character of the City of Wellington and its surroundings and adjacent countryside and coastline and its dignity as the Capital City; and
- To create or improve features of beauty or interest in and about the City and its contiguous countryside and coastline.

While the Wellington Civic Trust has a wider interest in the region and its sustainable management, its key focus is the Wellington City urban area and nearby surroundings, including the coast and coastal marine area (CMA). The Trust supports a compact city with effective public transport which contains and, as far as is practicable, minimises adverse effects on the wider natural environment. Our comments focus on the extent to which the Draft Plan supports the Trusts objectives.

The Outer Green Belt is composed of a series of parcels of land with a diversity in topography, land cover, and history. The council is to be congratulated for the manner in which a formerly incoherent pattern of council land has, over time, been brought together under one plan to be managed under one set of objectives and policies. While recognising the distinctive character of the various sectors the plan manages to provide an excellent overview which highlights the extent and significance of the skyline landscape as a backdrop to the city, and as an invaluable resource for recreation. The plan also establishes a positive vision for ecological enhancement, carbon sequestration, and the building of resilience. The plan is easy to read and the supporting graphic material is excellent.

The trust would like to emphasise that our comments are intended to be constructive and to hopefully assist in improving what is already a very informative and forward looking plan. The comments are in no particular order.

1. The Trust fully supports the maintenance of natural character and diversity, natural patterns and contours, continuity and connectivity, the sense of wilderness, and the commitment to community engagement. The trust agrees that structures and signs should be limited and minimal in their impact.
2. While all of the maps provided in the plan are relevant and very helpful it is difficult to get any sense of the topography as discussed in the text. A map with contours (or perhaps an aerial oblique photograph) could be included to emphasise the scale and variation in slope as well as the difference between the eastern and western slopes below the skyline. It would also be helpful to include the vegetation cover so that the private pasture lands on the western side are clearly differentiated from the scrub covered council land on the eastern side. Although the plan provides numerical data on vegetation cover a map would provide emphasis and meaning; the area of recovering native vegetation above the city is extensive, and spectacular.

3. We endorse the intention to make the outer green belt contiguous, by “filling in the gaps”. There appears to be a reactive rather proactive approach to purchasing private land, and there needs to be a timetable within which this is to be achieved. While appreciating the need to be sensitive to the needs and expectations of neighbours the Trust feels that the plan should be clear on the desire to acquire further land.
4. While appreciating the councils desire to maintain the good will of neighbours who very generously allow access across their land, the Trust feels that the Plan is rather too silent on such arrangements. The plan should acknowledge the contribution neighbours make to the use and enjoyment of the Outer Green Belt and note any constraints arising out of stock management.
5. The proposal to protect and enhance ecological corridors could be broadened to specifically encourage the restoration of habitats with native planting and pest control. The Trust feels that the plan is rather too tentative in this regard; communities are showing an increasing willingness to engage and contribute. The plan might also provide some indication of how such initiatives on the OGB align with Capital Kiwi and Predator Free Wellington programmes.
6. The Te Kopahou sector of the Outer Green Belt includes an area set aside for waste disposal and management. Currently there is a large amount of wind-blown waste from both Council and privately-owned land fill operations spilling over into surrounding areas, particularly south of the Tip Track. The Council could be more active in containing this waste and preventing it from blighting the surrounding environment.
7. We endorse the plan’s intention to increase the number of access points (with parking) to the outer green belt. We do note however that public access from the western side appears to be very limited. The trust is not sufficiently informed to make specific suggestions but there would seem to be a case for enhancing opportunities for recreation users who visit Ohariu Valley. For example we note the plans provision for horse riding in Spicer Forest. Is this opportunity possible for riders who start on the Western side? The plan seems to be silent on existing opportunities and future possibilities for those who visit (or live in) the Ohariu Valley.
8. The Trust understands that most of the natural regeneration of indigenous plants on the city side of the skyline has been fenced to exclude stock. The Trust supports the further exclusion of grazing stock on public land but appreciates the need to retain views and the sense of expansive open tops.
9. The Trust would support an initiative to enhance the legal protection of the Outer Green Belt and align provisions with those applying to the Inner Green Belt. In the meantime the Trust believes the plan should include a brief section that outlines the relationship of the OGB to other public space managed by the council, and in particular the Inner Green Belt. The Trust supports the draft plan contention that the OGB cannot be ‘All things to all people’ and that the OGB must be seen in the wider context of public space within the city. It would help to explain this.
10. The OGB sits at the ‘wild’ end of the spectrum of outdoor recreation opportunities provided on public land. For this reason structures are to be strictly limited and any impacts contained. The trust would not support the establishment of any permanent overnighting structures such as a tramping hut. In the Trusts view any such facilities should be provided by neighbouring land owners and established on their land. For example, farm stays and walks are well established in other parts of New Zealand and there may be opportunities for similar ventures in the city.
11. The Trust supports the establishment of car parks, toilets, and information panels at entry points. The Trust also applauds the intention to consult with relevant communities. The Trust also sees great value in involving locals in plant selection and planting, as is intended. Communities take cues from council planting, exotic and indigenous, which can enhance continuity along council boundaries and into neighbouring properties.

12. The Trust supports the planting of exotic trees and shrubs at access points where the character is essentially 'urban' and 'structured', and planting is set in a context of mixed exotic and native planting (on road reserves and private properties.) The plan also states an intention to have exotic trees, shrubs, and weeds replaced by natives over time. The plan would benefit in having a section dealing with plant materials and how the relationship between natives and exotics is to be managed.
13. The Trust supports the clear statement of "Rules for Use and Development" as set out in the draft plan.
14. While the plan clearly makes the case for public involvement and partnership it could be clearer on 'terms of engagement'; when and for what reason will the community be involved? The plan could provide some reassurance for communities within which new facilities are to be developed if a consultation process was set out. Similarly, the plan could provide an indication of how pest control initiatives by communities are to be supported and coordinated by the council.
15. The plan acknowledges that the OGB may not be as well recognised as it perhaps should be. While not well recognised as an 'integrated whole' there are however sections such as Makara Peak and Mt Kau kau that are extremely popular and heavily used; for most people their interest is 'local', their local community or areas relevant to their recreation interests.
16. The Trust would be very supportive of initiatives to lift the profile of the Outer Green Belt. In the Trusts view such initiatives should be more inclusive of interests; while recreation is extremely important so too are the many other benefits provided by the OGB, and noted in the draft plan.
17. The promotion of ecological, visual, and resilience values, to name the obvious, needs to target and support the wider range of interests now emerging. The council has to be congratulated for its focus on green initiatives over recent years. The Outer Green Belt is a spectacular example of the rhetoric in action, on the ground. It also highlights a new relationship between the council and its communities, one in which communities are enabled to contribute directly to the health and resilience of public land.

Thank you for this opportunity to comment.

The Trust would be happy to respond to any questions you may have.

Jim McMahon

Chair

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 PO Box 10 412  
 WELLINGTON 6143  
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 Contact: [REDACTED]

25 March 2019

Wellington City Council  
 PO Box 2199  
 WELLINGTON 6140  
[outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)



To whom it may concern

**Submission: Draft Outer Green Belt Management Plan 2018**

We acknowledge the detailed work which went into the plan. We thank you for the opportunity to comment on it. When hearings are held, we wish to speak in support of our submission.

**Rules of the Wellington Botanical Society Incorporated**

The objects of the society particularly relevant to the draft management plan are:

- “2(a): To encourage the study of botany, the New Zealand flora in particular;
- 2(b): To create an interest in, and foster an appreciation of, the native plants in the field;
- 2 (c): To collect and disseminate knowledge of, and encourage the cultivation of, native plants;
- 2(d): To advocate the preservation of lands and waters under protected area statutes in their natural state.”

**Submission:** page 2 onwards.

**Submission**

The document includes numerous excellent maps and photographs. It covers 234 pages which makes comprehension and comment a massive undertaking.

**Recommendation:** Ways be found to reduce the length of the document, to make it easier for staff and members of the public to understand and use.

We use the titles and page numbering in the document.

#### **Preface, p 4**

We support, in general the changes from the 2004 document, except the reference to selective harvesting forestry plantations.

#### **1. Introduction p 5 - p 11**

We welcome the high-lighting of the main gaps in the Outer Green Belt, as shown on the map on p 6.

We support these statements.

Note re p 11: in the box re legislation and regulation, the Reserves Act was passed in 1977, not 1997. The Resource Management Act was passed in 1991. The Biosecurity Act was passed in 1993.

#### **2. Vision, p 12 – p 15**

We support the vision, and 2.1 and 2.2.

**Recommendation:** In 2.3 GUIDING PRINCIPLES, in the penultimate line, replace ‘should’ with ‘will’, otherwise the guiding principles will be ignored when it suits.

#### **3. Description / Key values, p 16 – p 20**

##### **3.2.1 PAST ECOSYSTEMS AND LAND USE p 17**

**Recommendation:**

- in line 2, after the words ‘covered in forest’ the words ‘after the end of the last Ice Age’ be added.
- in line 5, after the word ‘wind-sculpted’ the word ‘grey-scrub’ be added. This will familiarise readers with the name of this ecologically significant component of the flora of the city’s south-western hills.

Caption to photographs on p 17: We support the statement that Darwin’s barberry has a role to play in succession towards native plant communities. Please see article in Wellington Botanical Society’s December 2018 newsletter, p 10-11.

**Forest remnant map. p 18**

We recommend that Dr Geoff Park’s 1999 paper prepared for WCC *An inventory of the surviving traces of the primary forest of Wellington city* be mentioned.

##### **3.2.2 NATURE TODAY p 19 – p 20**

On p 19, para 3, line 1, replace the word ‘below’ with ‘on previous page’.

We recommend the addition of a sixth bullet point:

Waipapa Stream and valley, Te Kopahou Reserve (refer management sector 7).

### **3.3.3 CONTINUITY AND URBAN EDGE p 21 – p 23**

p 23: We support “Further additions to the Outer Green Belt .... in the northern suburbs”.

### **3.5.1 WHAT DO PEOPLE DO ON THE OUTER GREEN BELT?**

We do not support over-night camping on the Outer Green Belt because of the risk posed by camp fires.

### **3.5.3 ACCESS AND AMENITIES p 29 – p 30**

We believe that the existing network of tracks – former farm roads – in Te Kopahou Reserve, provide excellent access to the reserve. Thus we oppose the construction of new tracks in the reserve.

We support the use of the Northern Walkway by walkers and runners, but oppose its use by cyclists, except where it coincides with the Skyline Walkway.

## **4.2 Nature p 37 – p 44**

### **4.2.2.3 Indigenous flora and planting p 38 – p 39**

1, 2, 3, 4. We support the intention to “Protect threatened or locally significant plant species through weed and pest-animal control”.

We consider **all** native plant species to be significant, unless they do not occur naturally in Wellington Ecological District 39.01, e.g., weedy species such as karo, karaka, lacebark (*Hoheria populnea*).

Sustained weed control and pest-animal control will in time enable the seeds of locally occurring native plant species to be delivered naturally to the Outer Green Belt (OGB) by birds, or the wind, then germinate, thus restoring native species to the OGB with minimal human intervention. Strict control of pest organisms will foster natural regeneration.

We consider that the planting of indigenous species which eventually create a canopy ten or more metres above ground, or which become emergent above such a forest canopy, runs the risk of genetic contamination, because species may vary in genetic composition throughout their range. In addition, bringing plants in planter bags may introduce soil micro-organisms which do not occur naturally at the site of proposed plantings. The resulting elimination of expenditure involved in raising plants can be invested in intense and sustained control of pest animals, pest plants and other ecological weeds.



The *Explanation* at the foot of page 40 is repeated at the top of page 41.

#### **4.2.2.5 Weeds and pest animals p 41 – p 42**

Second paragraph, p 42: “However, available resources limit the extent of weed control that can be carried out.” This problem is city-wide, not just on the OGB. WCC’s councillors have failed over decades to fund adequately, the control of invasive introduced plant species.

Illustration p 42: Insert ‘seed weevils’ after the second mention of Darwin’s barberry, and change ‘is’ to ‘are’.

We support intensive and sustained control of all pest animals. We recommend the addition of magpies to the list of pest animals.

#### **4.2.2.6 Fire**

We recommend that freedom camping anywhere on the OGB be forbidden. Apparently desirable sites include the former Sky Farm’s paddock off the top of Chartwell Drive, and the South Coast from the end of Owhiro Bay Pde to Rimurapa/Sinclair Head. Out-of-control fires at either of these sites would be ecological disasters, and difficult to fight, especially at the latter site.

### **4.3 LANDSCAPE AND LAND USE p 45 – p 49**

**4.3.1 OBJECTIVES.** We support.

#### **4.3.2 POLICIES & ACTIONS p 45**

##### **4.3.2.1 Landscape character**

Points 1-5 – We support.

Point 6 - We oppose. Reasons: Such plantings would be out of character, and pose the threat of the exotic species self-sowing on the OGB. The result of planting *Eucalyptus* species could lead to a reduction in stream flows, because large eucalypts presumably take up large volumes of water per tree.

##### **4.3.2.2 Grazing**

1. We support a), b), c), d).

2. We accept mechanical methods of grass control, We accept the use of foliar herbicides, provided the necessary care is taken. Reason: health of people and ecosystem.

Actions: We support actions 1-4.

##### **4.3.2.3 Plantation forestry p 47**

**First bullet point:** We oppose ‘staged harvest of selected blocks’.

Reason: Understorey native plant species, and their supporting soils and natural landforms would be damaged.

**Second bullet point:** If a significant understorey of native species is present, we would prefer WCC to let the fallen trees rot.

Reason: this would allow the minerals in them to return over time to the soil in the area, while the fallen trees would provide shelter to the developing native plant community.

**Third bullet point:** We prefer ‘allowing the exotic trees to age and fall over naturally’.

Reason: Less damage to native understorey and soil structures.

**Fourth bullet point:** We support.

Final para on p 47: The forest is Te Ngāhere-o-Tawa.

#### **4.4 CULTURE AND HERITAGE p 50 – p 51**

We support the objectives and policies.

#### **4.5 RECREATION AND ACCESS p 52 – p 64**

##### **4.5.1 Objectives**

We support the objectives.

##### **4.5.2 POLICIES**

##### **4.5.2.1 Recreation p.52 – p 53**

We support the policies.

We would not support allowing camping anywhere on the OGB, whether near the wool shed above Chartwell, in any hut which might be built in any sector, or on the South Coast beach from the Te Kopahou Visitor Centre to Rimurapa/Sinclair Head. The risk of fire, accidental or intentional, is too great.

##### **4.5.2.2 Motorised vehicles p 53 - p 54**

We support policies 1, 2, 3, provided that such activities are restricted solely to 4WD vehicles on the existing network of formed roads in Te Kopahou Reserve, including the unformed legal road to Rimurapa/Sinclair Head from the end of Owhiro Bay Parade. Permits for organised outings should be sought from WCC, and the key to the gate at the bottom of the Tip Track should be sought for WCC’s ranger.

Motorised trail bikes and quads should not be permitted in Te Kopahou reserve, because of the noise they produce, and the risk they pose to walkers and runners.

##### **4.5.2.3 Track network p 54 – p 57**

Points 1, 2 we support.

Point 3 we do not support. People studying plant communities along the track network are at times at risk from mountain-bike users when they speed past us, and/or pass too close to us.

Points 4 – 9 we accept.

Point 10 we support, in the hope that this will halt the efforts of ‘guerilla track builders’. Their earth-moving efforts, and native plant felling, in the pine block between Ōtari-Wilton’s Bush and Johnston Hill Scenic Reserve are deplorable, as is the DH98/K-Hole track built in Karori Park’s pine forest. (In Wellington’s Town Belt, similar devastation has been caused in Prince of Wales Park, below Truby King Park, and on Te Ahumairangi and on Mt Victoria.)

Point 11 (c): correct typos in two place names.

Action: We consider the bypass of the Northern Walkway built north of Mt Kaukau uncalled for, and destructive of part of the native plant community becoming emergent above the surrounding Darwin’s barberry and gorse.

*Planning*. p 56

First paragraph: This should include mention of natural values and environmental sustainability as the primary constraints on track building, in addition to reflecting ‘landscape character’ referred to in the last line.

Third paragraph: We agree with the statement “... there has been community concern about the apparent focus on developing mountain-bike tracks.” Our concern is about the widespread development of unauthorised track by mountain bikers, as stated in our comments on Point 10 above. We urge WCC to move swiftly to stop this activity, by whatever means it has under the Reserves Act 1977, and this management plan when it is finalised.

Fourth paragraph: We support this intention, and recommend that it be implemented this year.

Fifth paragraph: We support this intention, and recommend that it be implemented this year. We deplore the ‘building of unplanned and unsanctioned tracks’ because of the damage they cause to natural landforms and native plant communities and their supporting soils.

### **Impacts of track construction**

**We note that construction of a track 1-metre-wide and 1 kilometre long requires the clearance of 1,000 m<sup>2</sup> of vegetation. Tracks are often up to 2 m wide, thus requiring the clearance of 2,000 m<sup>2</sup> of vegetation on a 1-km-long track. In the case of native plant communities, track construction disturbs the soil profile, surface**

**water flows, sub-soil water flows, soil micro-organisms, and damages the roots and associated mycorrhizae of nearby native plants. Track construction facilitates:**

- **movement of weeds and pest animals into the adjoining indigenous ecosystem;**
- **ingress by the sun and wind into the ecosystem which may dry out the leaf litter, humus layer and subsoil, potentially disturbing its stability. The wider the track the greater the canopy gap created in the ecosystem;**
- **reduction in the carbon-sink / carbon-sequestration capacity of the vegetation.**

*Compatibility of activities.* p 56

We support these two paragraphs.

*Design and maintenance.* p 57

First paragraph. We support this statement.

Second paragraph. We expressed our concern about the construction of bypasses in our response to **4.5.2.3 Track network p 54 – p 57**

*Regional trails framework* p 57

We consider that the framework poses the risk of making our track network over-run with users, with the possible result that there will be demands for more tracks to be built. This could lead to the loss of more native vegetation, and damage to more natural landforms. We expressed our concern about the construction of bypasses in our response to **4.5.2.3 Track network p 54 – p 57**.

Existing Track Network p. 58

We consider that all the tracks in Johnston Hill Scenic Reserve, and those leading up through Johnsonville Park from the end of Truscott Avenue should be ‘Walking Only Tracks’.

Future Track Network Proposals p 59

5, We support this idea because of its botanical interest..

7. We support the idea of a track from Kilmister Tops down to the junction of Makarā Rd and Takarau Gorge Rd. This would follow the line of the historic Māori track which linked Pipitea Pā, Thorndon and Owhariu Bay at Makarā Beach. Reference: *The Great Harbour of Tara*. G Leslie Adkin. Whitcombe and Tombs Ltd. 1959. Map VI (second part) p 124).

9. We oppose this idea. One of our members has seen the serious damage to natural landforms and some native plant communities caused by unauthorised track construction in the mixed pine/native forest.

10. We oppose this idea, because there are several tracks already linking Karori Park and Makarā Peak Mountain Bike Park. The proposal could result in the clearance of native vegetation.

12. We consider that Te Kopahou Reserve has an excellent network of tracks, so the construction of more tracks, resulting in the inevitable loss of indigenous plant communities, and disturbance of soils on the steep slopes in the reserve, cannot be justified.

#### 4.6 COMMUNITY AND IDENTITY p 65 – p 71

We support this section.

#### 4.7 IMPLEMENTATION AND MONITORING p 72 – p 75

We support this section, with the exception of 4.5.3.3 Track network. We expressed our concern earlier in this submission about the construction of bypass tracks. If the section of track to be bypassed is very steep is to be closed, we ask that the closed track be blocked off at both ends so that in time it will be colonised by native or exotic species, the latter to be over-topped by native species.

#### 5 RULES FOR USE AND DEVELOPMENT p 76 – p 88

We support this section.

### **WILL DRAFT FOLLOWING SECTION FRIDAY/SATURDAY:**

#### 6 MANAGEMENT SECTORS

##### 6.1 SECTOR 1: TE NGAHERE O TAWA / REDWOOD p 89 – p 104

###### 6.1.1 Overview.

6.1.1.1, 6.1.1.2, 6.1.1.3. We support.

6.1.1.4 We are concerned that the felling of pines in Te Ngahere-o-Tawa, regardless of the number to be felled at any one time, would pose risks of damage to the sub-canopy regeneration of native species, to their supporting soils and landforms, and waterways in the forest. We note that the gullies are steep-sided and carry waterways which flow into Te Awa o Porirua Harbour which already contains large volumes of silt from earth-works in its catchment.

*Airstrip block forest plantation.* We support.

6.1.1.5 We support. We note that high on the true right of Stebbings Valley there may be a gold-pro prospector's adit. (It may be in the Owariu Ridge sector).

, 6.1.1.6, 6.1.1.7. We support in general.

#### 6.1.2 ACTIONS

6.1.2.1 We support.

6.1.2.2, We support, .subject to WCC obtaining permanent protection of the remnant native forest at the head of Stebbings Valley, - it contains *Syzygium maire*/swamp maire which is rare in the city. Nearby is a rimu, and further down the valley, on the true left were several young tōtara.

6.1.2.3 We may support, subject to recognition of our concerns mentioned in 6.1.1.4 above.

6.1.2.5 We support, subject to WCC noting our concerns about track impacts recorded in bold text on page 7 of this submission..

6.1.2.6 We support,

#### 6.1.2 ACTIONS

6.1.2.1 – 6.1.2.6 We support.

### 6.2 SECTOR 2: ŌWHARIU RIDGE p 105 – p 116

6.2.1.1 - 6.2.1.6 inclusive. We support.

#### 6.2.2 ACTIONS

6.2.2.1 – 6.2.2.7. We support.

### 6.3 SECTOR 3: KAUKAU p 117 – p 136

6.3.2.1 – 6.3.2.7. We support.

#### 6.3.3 ACTIONS

6.3.3.1 We support.

6.3.3.2 We support, except paras 5 & 8:

We question the planting of emergent canopy species in any reserve, and in Huntleigh Park, the trial planting of epiphytes. Greater Wellington Regional Council's Western Forests Key Native Ecosystem (KNE) programme maintains an intensive possum and rodent-poisoning regime, supplemented by community pest-control efforts, which ensures that pest-animal populations are kept at low densities. In addition, by-kill of mustelids and hedgehops results from secondary poisoning when these animals eat poisoned dead possums and rodents. Thus species of native plants in these forests have a good chance of having seeds of emergent canopy species, and seeds of epiphytes, spreading in a particular reserve from seed sources within it. Also, birds and the wind may deliver seeds of emergent canopy species and epiphytes from nearby reserves.

6.3.3.3 – 6.3.3.6 We support.

### 6.4 SECTOR 4: CHARTWELL / KARORI PARK p 137 – p 158

6.4.2.1 – 6.4.2.2 We support.

6.4.2.3 We oppose the statement in the final paragraph “ ... the spurs ... may be suitable for mountain-bike tracks.” Widespread damage to natural

landforms, and some felling of native plant communities on this land, has been caused by unauthorised construction of mountain-bike tracks. We urge WCC to restore the natural landforms as much as possible, and endeavour to apprehend and prosecute the offenders.

6.4.2.5 We welcome the statement in para 2 that “Tracks in Ōtari-Wilton’s Bush and on Johnston Hill were designated as walking-only under the *Open Space Access Plan 2016t*.”

6.4.3.5 – 2 a) We oppose the construction of more tracks in Karori Park’s ‘wild side’, because of the adverse impacts on native vegetation communities, their supporting soils and natural landforms.

6.4.3.5 – 3 a) We oppose the construction of any more mountain-bike tracks in the pine plantation above Karori Cemetery, for the reasons given in our comments on 6.4.2.3 above.

6.4.3.5 4 - 6.4.3.5.4 – 6.4.3.5.13 We support.

6.4.3.6 We support.

## 6.5 SECTOR 5 MAKARĀ PEAK p 158 – p 170

We note that the construction of ‘More than 35 km of .... tracks’ will have resulted in the clearance of a strip of vegetation at least 1 m wide. The result was the clearance of at least 3.5 hectares of vegetation, predominantly native. We question whether any more loss of vegetative cover can be justified. We also question whether the substantial expenditure by WCC on the park over many years has been at the expense of adequate maintenance of reserve lands, including the Town Belt, and walkways in other parts of the city.

We note that tracks:

- cause fragmentation of reserves;
- create canopy gaps which facilitate the entry of sun and wind into the interior of the native plant community on either side of the track, thus drying out the soil and affecting the growth of native plants;
- disturb the root structures of native plants along the margins of the track;
- facilitate the entry of pest plants and pest animals into the bush either side of the track;
- provide channels for rain-water, increasing the rate of loss of top soil into waterways.

6.5.2.1 – 6.5.2.6 We support, subject to the comments we made in 6.4 Sector 4 with respect to possible new tracks in Karori Park to link with Makarā Road saddle.



### 6.5.3 ACTIONS

6.5.3.1 We support.

6.5.3.2 We support, except for 6.5.3.2.4. We expressed our concerns about the planting of emergent tree species in 6.3.3.2 above.

6.5.3.3 – 6.5.3.6 We support.

## 6.6 SECTOR 6 WRIGHT HILL / ZEALANDIA

6.6.2.1 – 6.6.2.6 We support.

### 6.6.3 ACTIONS

6.6.3.1 – 6.6.3.6 We support.

## 6.7 SECTOR 7 TE KOPAHOU

6.7.1 Master Plan. We accept.

6.7.1.1 Land status.

We welcome the proposal to gazette the entire ‘Te Kopahou Reserve’, except for the landfill designations, as Scenic Reserve under the provisions of the Reserves Act 1977, down to sea level. This will ensure the permanent protection of the high landscape values and the largely indigenous plant communities and related native wildlife.

6.7.1.2 Nature

We support.

Issues

*Fire.* We recommend that the coastal platform from the Te Kopahou Visitor Centre to Rimurapa/Sinclair Head be closed to freedom camping. This will help to lower the risk of fire sweeping up the vegetation on the coastal faces resulting from the lighting of camp fires.

*Tracks.* We consider that Te Kopahou Reserve has a good range of tracks, so that we oppose the construction of more track. As we stated earlier:

Tracks:

- cause fragmentation of reserves;
- create canopy gaps which facilitate the entry of sun and wind into the interior of the native plant community on either side of the track, thus drying out the soil and affecting the growth of native plants;
- disturb the root structures of native plants along the margins of the track;
- facilitate the entry of pest plants and pest animals into the bush either side of the track;
- provide channels for rain-water, increasing the rate of loss of top soil into waterways.

6.7.1.3 – 6.7.1.6 We support.



### Recommendation

We urge WCC to seek to obtain all that land on the east side of Hāpe Stream/Spooky Gully which is not in WCC ownership. If in addition WCC could obtain the land on the east side of the ridge between Hāpe Stream/Spooky Gully and lower Happy Valley Road, this would be a valuable addition to the reserve, adding landscape values, and potential ecosystem values to Te Kopahou Reserve.

### 6.7.2 ACTIONS

6.7.2.1 – 6.7.2.5 We support.

6.7.2.5.1 We support.

6.7.2.5.2 and .3 Track network. We oppose the development of new tracks, because we consider that the present network is adequate. Please refer to our comments on the adverse impacts of tracks on the previous page.

6.7.2.5.4 We recommend that for the safety of pedestrians on Hawkins Hill Road south of the wind turbine car park, the gate at the car park be reinstated. The combination on the lock should be known only to WCC staff, Airways Corporation staff, DOC staff, police, first responders' staff and residents along the road and in Long Gully.

6.7.2.5.5, 6, 7, 8. We support.

6.7.2.5, 9. Note our concerns about the adverse impacts of tracks listed in bullet-point form above.

6.7.2.5, 10 – 15. We support.

6.7.2.6, 1, 2, 3, 4. We support.

.....END.....”

## **Submission on the 'Draft Outer Green Belt Management Plan 2019'**

**David Carrigan**

**24 March, 2019**

### **Introduction**

Thankyou for the opportunity to submit on the Draft Outer Green Belt Management Plan 2019. My submission focuses on 3 things:

- reinstating Johnston's Hill as a walking-only area
- saying no to any new mountain bike tracks in Johnston's Hill
- saying no to the 2 new mountain bike tracks linking Makara Mountain Bike Park with Karori Park Forest

As well as this written submission, I would like to make an oral submission to the Council. Please note that I am a member of Wellington Walking Capital.

### **Reinstating Johnston's Hill as a walking-only area**

Johnston's Hill scenic reserve was – until 2016 - a walking-only area. The status rightly reflected the need to protect this environmentally important and fragile native ecosystem. However, as is the case with so many of Wellington's open spaces, there was a thriving industry of illegal mountain bike track building on Johnston's Hill that was carving up the regenerating native bush.

Instead of enforcing Johnston's Hill walking-only status by closing the illegal tracks, the Council decided to open up the area to mountain biking. A decision of this magnitude – you would think – would have followed proper public consultation with the costs and benefits of the proposal clearly set out and discussed. This would have allowed the public to have their say. But no – there was no such consultation. A decision was made at the Council meeting of 28 September, 2016 that the only tracks on Johnston's Hill that should remain walking-only were the so-called 'loop tracks'.

We have tried and (so far) failed to get any straight answers on why this decision was made and why there was no public consultation on changing the status of Johnston's Hill. This needs to be fixed with immediate effect. Johnston's Hill's status should be returned to 'walking only'. If the Council want to change its status the proposal must be explained properly and the public should be given the opportunity to have their say.

### **Saying no to the any new mountain bike tracks on Johnston's Hill**

The Wellington Mountain Bike Club have proposed 5 new grade 5/5+ downhill bike priority tracks through the so-called 'Pines' area of Johnston's Hill. They have also proposed that the 'Manky Gully' walking track be opened up to downhill mountain biking.

I strongly oppose both of these proposals as they are completely inconsistent with my view that Johnston's Hill should be re-instated as a walking-only area.

In addition, adding 5 new downhill bike-priority tracks to the 'Pines' area of Johnston's Hill would be environmentally very damaging. Native flora and fauna are re-establishing under the pines. Cutting tracks, and allowing high speed biking through these fragile areas would greatly disturb this re-generation.

The proposal to allow downhill mountain-biking on the 'Manky Gully' track is extremely disturbing. 'Manky Gully' is currently a low impact steep walking track through pristine native bush. Allowing bikes on this track would be dangerous to users and damaging to the environment.

If, despite the above, the Council want to persist with allowing/increasing mountain bike tracks on Johnston's Hill, a full independent environmental impact assessment needs to be done before any decisions are made.

### **Saying no to the mountain bike tracks linking Makara Mountain Bike Park and Karori Park Forest**

I strongly oppose the building of the 2 new mountain bike tracks through native bush linking Makara Mountain Bike Park and Karori Forest. A proposal along these lines was originally put forward in 2015 as part of the 'Wildside of Karori Park' consultation process. However, during this process, only part of the story was told.

The real reason for building the track is to extend Makara Mountain Bike Park into Karori Forest, thereby solving the Makara Mountain Bike Park 'parking issue'. This was not explained during the Wildside of Karori Forest consultation process. As a result the public was denied the opportunity to make an informed submission and the Council made its decision to build the track without hearing considered public submissions.

It was only when the 'Makara Peak Mountain Bike Park Master Plan' was published in 2016 – after the Council had made its decision - that the real story became clear. By then it was too late – the decision had already been made.

Residents around Karori Park Forest will now be lumbered with an extended Makara Mountain Bike Park in their backyard. This is unfair and a complete breach of process.

### **Conclusion**

The issues I have raised are important. They mean a lot to the people of Wellington that walk in these areas. Ultimately you – our elected Councillors – decide what happens. I realise the decisions are difficult and the interests of different user-groups must be traded-off.

However, when it comes to Johnston's Hill do not compromise. Either reinstate Johnston's Hill as a walking-only area and enforce the rules, or give up and open up the entire area for mountain biking.

Some areas are sacred and need protection. Johnston's Hill is one of those. What's next? Otari Wilton's Bush...?

## Draft Outer Green Belt Management Plan 2019

### Submission

Name: Pamela Olver

Postal address: [REDACTED] Newtown, 6242  
email address: [REDACTED]

I would like to make an oral submission  
phone : [REDACTED]

### General comments:

We appreciate the opportunity to submit our thoughts, particularly in relation to sector 7 (and to a lesser extent sector 6) being the areas that are of high priority to us. Over all we are supportive of the council's vision for the outer green belt and wish to comment on a few areas with specific relevance to ourselves and the area where we live.

We note particularly the 5 Guiding principles and how they centre around the 'naturalness' of the environment, with that being the foundation of the Outer Green Belt. It speaks to 'retaining the natural character', 'being able to escape to wild places', and 'landscape diversity' with a consistent focus on protection and management of key values.

A specific concern is the lack of explicit and transparent information about future plans for commercial partnerships with private businesses anywhere within the outer green belt. Where these are planned for, they need to explicitly fit in with the value statements that are at the centre of this plan. The council needs to take care that it is not blinkered by dollar signs when considering commercial adventure tourism in the green belt: that any proposed activities are not detrimental to the green belt ecology, the natural landscape, the neighbours and any nearby residents. Proposed activities should not conflict with the Council's own mission, values and guiding principles.

Our home is on rural land in sector 7. Our rural amenity is protected by the district plan with which we had to comply in respect of all its rules. The rules complement the vision of the Outer Green Belt Plan. Our property is a 'halo property' for Zealandia and widens the very narrow ecological strip between sectors 6 and 7 and the Te Kopahou ridgeline. We have allowed the council unhindered and unconditional access to our property for pest and weed control and have engaged with biosecurity agencies in for the additional protection of the area. Our expectation is that the council will uphold its vision and values in the proposed plan. We expect the council to act as a good neighbor and act tightly in accordance with the District Plan. We expect therefore that the council will not pursue non-complying commercial activities and partnerships that will interfere with our enjoyment of the natural landscape and rural amenity. The council has wisely established a 200m buffer zone around the perimeter of the landfill designated area. This is to protect surrounding properties from the effects of the landfill activities by establishing an ecological barrier. Part of this runs along our boundary. Our expectation is that council will respect this as stated in its plan (and previous resource consent applications). We expect that the council will keep all non-complying activities outside of this buffer zone. Partnerships with neighbours are a bilateral process of respect and communication. These partnerships are also a vital component of the OGBM plan being proposed.

Relevant clauses for specific additional comments.

### 1.1.2 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.

*Our experience suggests that the council has a lot of work to do: it seems to prioritise its own ambitions ahead of fair consultation with existing neighbours and stakeholders in our sector. Properties abutting the OGB are significant stakeholders in discussions and the council should work much harder to protect existing rights of these properties when considering non complying activities in the OGB.*

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

It also provides for working in partnership with neighbours and communities towards the Outer Green Belt vision.

*As boundary neighbours, we value working in partnership with the council to achieve its OGB vision. It is important to us that this is a two-way process. Our property is relevant to the vision for Predator Free Wellington and the Te Araroa Trail, both of which we support.*

*For reference, our property lies along the southern boundary of Zealandia, bridging between Long Gully and Hawkins Hill road (between sector 6 and sector 7)*

*(Lot 2 DP 499902)*

### 3.5.1 WHAT DO PEOPLE DO ON THE OUTER GREEN BELT?

*I would remove drone flying from the list of recreational activities - it is becoming more common and is likely to have regulation in the future. Drones in the hands of ignorant and inexperienced users are dangerous and annoying.*

*Looking at the word art and the most frequent words used, it is clear that the natural features of the area are highly valued. Intrusion into OGB by activities that don't uphold the most desired values should be discouraged. Those would be activities that interfere with the natural landscape and unspoiled green areas, that increase traffic or noise in quiet areas and activities that are not freely accessible for all Wellingtonians to enjoy their city. The council should be wary of commercial partnerships that purport to enhance these green spaces, but which are being considered because they can generate revenue for the council rather than because they primarily enhance the natural landscape or quiet recreational use of the areas. New activities should not have a negative effect on neighbouring properties' enjoyment of these green spaces.*



#### 4.1.1 OBJECTIVES

3. To enhance existing values through land management partnership with adjacent land owners or acquisition of land, as appropriate.

*Our property sits along part of the saddle between sector 6 and sector 7. It is within the halo zone of Zealandia. We look forward to continued partnership with the council to achieve its aims especially with cycle tracks, pest control and weed control. A partnership is a two-way process of mutual respect and our future relationship with the council will be dependent on the council's respect for us as residents when it considers non complying commercial partnerships in council owned property on our boundary.*

8. .... Scenic reserve classification is generally most appropriate for the Outer Green Belt, given that land management is to focus first on protecting landscapes and ecosystems and then providing tracks and other facilities to enhance public enjoyment of the natural environment...

*The council should take great care that potential activities are **primarily** focused on protecting ecosystems. Putting an ecological plan alongside a resource consent for a non-complying activity that involves large structures and significant earthworks does not align with the council's objective of putting the focus first on protecting landscapes and ecosystems.*

#### 4.2.2.7 Ecological values on private land

*We support the council 's intention to work with neighbouring landowners to protect and restore the land and to undertake weed and pest control. The council should play its part by paying equal attention to its own land by not allowing destruction of natural bush for non-complying activities where its suits them but then also expecting affected neighbours to protect and restore adjacent land.*

### 4.3 LANDSCAPE AND LAND USE

#### 4.3.1 OBJECTIVES

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.

*When looking at resource consents for non-complying activities in the OGB, the council should make decisions tightly in accordance with its own policies (statutory) rather than using non statutory plans and visions to make exceptions for its own fiscal benefit. This is particularly important when such activities are to*

*the detriment of neighbouring landowners with whom ongoing relationships are essential to achieve the council's long term vision. Some proposed activities clearly do not fit the intention to restrict development of buildings and structures.*

## 4.5.2 POLICIES

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.

*Activities such as the proposed zip line do not align with these policy guidelines: The proposal involves 8 huge towers at a minimum of 4m height and 8 platforms from 20 - 40 m2 (excluding site excavations) and multiple lengthy cables. An activity such as the proposed zip line is more in keeping with a playground activity than a quiet recreational activity. The applicants have called the zip line an 'adventure tourism' activity. It is not an ecotourism proposal.*

### 4.5.2.3 Track network

*We support the development of a track network suitable for all users and all skill levels as proposed in the plan. We support the Brooklyn Trail Builder's submission generally (apart from its support for the zipline).*

### 4.5.2.5 Dog walking

*The council must do more to enforce the 'dogs on leash' policy on the tracks in OGB. Off leash dogs are a menace to our wildlife and also a risk to track users.*

### 4.6.2.3 Partnership with neighbours

*For us this is a critical component of the plan. As residents directly affected by the proposed zip line, we currently feel ignored. From our perspective there has been no tangible consultation nor assessment of effects from our property. The council seems hellbent on pushing this proposal through despite the applicant distorting the facts and the council failing to validate consultation claims and reports despite being repeatedly alerted to grossly misleading information. Partnership is a two-way process. We expect the council to apply the 'good neighbour principle' to themselves in the same way they would like it to apply to its neighbours.*

## 5.3.2.12 Commercial Activities

1. Any approval to carry out a commercial activity on the Outer Green Belt will only be permitted if:

- a) the activity is necessary to enable the public to obtain the benefit and enjoyment of the Outer Green Belt or a reserve area within it, or
- b) the activity is for the convenience of people using the Outer Green Belt or a reserve area within it, or
- c) the activity does not adversely affect and benefits the OGB environment e.g. bee keeping.

2. Any approval to carry out a commercial activity that requires a new permanent building or structure will only be permitted if the approvals and consents necessary for the building or structure are considered as part of the application for the commercial activity and the entire proposal is notified publicly.



3. Any commercial activity in a new or existing building must be complementary and ancillary to a community or recreational activity on the Outer Green Belt

*The council must follow its own statements as above and publicly notify the zip line application as it is a non-complying activity.*

## 6 MANAGEMENT SECTORS

*My comments will be confined to sectors 6 and 7.*

### 6.6 SECTOR 6: WRIGHTS HILL / ZEALANDIA

*Currently the track linking Wrights Hill and Te Kopahou is confined to a narrow strip along the Zealandia boundary fence. Across this saddle the track is extremely steep and unsuitable for most users. Our property may offer alternative options for a track with an easier gradient. We would be open to discussing possibilities for this.*

### 6.7 SECTOR 7: TE KOPAHOU

*It should be noted that the area beyond the wind turbine is a specific community of interest. Although postcode is Brooklyn, this is a specific community on rural zoned land and with specific rights and interests in Te Kopahou. Many of the properties share boundaries with the outer green belt. We would like this to specifically noted as a community of special interest in Sector 7.*

#### 6.7.1 Masterplan

*Our property boundaries are along the link between Te Kopahou and Zealandia and along the main ridgeline above Carey's gully. This creates a wonderful opportunity to partner with the council as 'good neighbours'*

##### 6.7.1.1 Land status

As much as possible of the upper slopes will be left undisturbed and decisions about further reserve classifications, including the ridge top where Hawkins Hill Road runs, and the zip line is proposed, will then follow, taking account of the desirability of protecting an ecological link along the ridge top between Te Kopahou and Zealandia.

*It is premature and presumptuous to be including the zip line in this document as it has not yet gone through the Resource consent process. This suggests the council has already pre-determined the outcome and is disregarding due process. It would be more transparent to use the words 'activities with commercial partnerships between private operators and WCC' so that it is clear that it is not a council project and that the council endorses commercial partnerships in protected spaces.*

*In relation to the Southern landfill: there is a 200m buffer strip on the plan that is there as a protective barrier to the activities of the landfill for all surrounding land and properties. It is also an ecological strip to widen the green belt along Te Kopahou ridge. It is our expectation that WCC will not permit any non-complying activities within this buffer zone should it wish to consider itself a good neighbour. Ongoing relationships (such pest and weed control and access to our property) are dependent on the council's own engagement as a good neighbour. We value the need for an ecological pathway through the narrow link along the ridge line.*

##### 6.7.1.5 Recreation and access

*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.

*We value the enjoyment of this area for everyone. However, for those of us living on Hawkins Hill Rd and beyond, this road is our only access. It is legally an access way not a road. It is our driveway. Legal Right of Way for landowners must take precedence over any other use of the road. The major problem is not speed. The road is not fit for purpose as a combined use road for cyclists, walkers, runners and vehicles concurrently. The council has an obligation to the public (whom are given permission by WCC to use the right of way) to ensure that the access is safe for them. It is not the residents' responsibility to upgrade the access way for public benefit - that lies with the council which owns the road and that permits public access. The council should not be encouraging increased access way use by the public when the access way has been determined (in a council commissioned report) to be unsafe. The council should not be permitting or consenting activities that increase use of the access way until such time as it is of a standard to accommodate such use. Activities such as the zip line will add significant traffic usage to an already failing road.*



DRAFT OUTER GREEN  
BELT MANAGEMENT PLAN

# Submission to the Wellington City Council

Prepared by Tim & Katie Christie  
43 Versailles St, Karori

24 March 2019

Dear Councillors,

We are residents of 43 Versailles St, Karori.

We purchased the property in 2011. We were drawn to this site specifically for its location, including sun, peacefulness, privacy, security, views, proximity to nature and fire safety. We were particularly enamoured by the design, elevation and orientation of the house on the section in relation to these natural assets.

We bought the property knowing it was adjacent to council land, but also with the comfort that it was within 10 meters of an existing public track strategically positioned to meet the needs of Zealandia, public and residents. We paid a premium at the time in what was a very competitive tender process. We have recently also completed an expensive alteration to make the most of the inherent assets particular to this site.

We were very surprised to learn about the new proposals for the strip of neighbouring land as part of the OGBMP. Whilst we understand and appreciate the overall objectives of the plan, we, our neighbours and members of the public we have talked with believe they present completely adverse outcomes for everyone in the context of this site.

Revegetating within meters of our house for us personally would have a huge negative effect on all the aforementioned assets we were drawn to initially and currently enjoy. In addition, this would also severely heighten the risk of fire damage due to being directly beside our home and emerging from a steep ridge-line. Further, public access would place users and residents into uncomfortably close proximity, presenting awkward and unwanted interactions for all, not to mention significantly compromised privacy and security. There is also a very real and significant devaluation effect arising from all of this if the plan was implemented. Understandably this is causing us considerable concern and distress.

The existing track within 10 meters of our home already enables walkers, bikers and runners to enjoy a peaceful wilderness experience away from urbanisation. It's position mitigates a number of potential issues relating to the proximity and elevation of our dwelling to what is a very narrow strip of land. We urge you to sensibly factor these particular issues into the planning of this area.

In the following pages we discuss all our concerns in greater depth. We have also prepared detailed imagery to make everything as clear as possible. We urge you to seriously consider the issues we raise and the serious implications they present for us as a family. We also wish to be heard when the Council takes oral submissions.

Regards

A handwritten signature in black ink, appearing to read 'Tim & Katie Christie', written over a light grey rectangular background.

Tim & Katie Christie  
43 Versailles St, Karori

# Privacy and security

There are two factors relating specifically to the strip of land neighbouring our property that presents **significant privacy and security implications** if this area was made publicly accessible.

## 1. Proximity

The land beside No. 43 is at its **narrowest point in the whole street** and the most constrained section also happens to coincide with the heart of our inside/outside living areas. At this point the strip is only **4 metres wide**, after which there is a council-installed safety fence, followed by a steep drop and then the Zealandia perimeter fence track. The Versailles St strip is over 20 meters wide in other places.

From a planning perspective this specific area is incredibly constrained and public access here would force users and us, as residents, into extremely close proximity. This would create adverse experiences for everyone. The public would find themselves walking directly beside a private dwelling with views into open plan living areas, bathrooms and bedrooms and exposed to everyday domestic noises. We would lose all privacy and security and effectively be living in a public park.

## 2. Elevation

Our house sits just below a natural rise in the land at the northern edge of the property. Access at this point would mean people coming down the hill would have a **direct and elevated line of sight into the living areas of our home**. This would be undesirable for public and residents alike. It would totally compromise the privacy and security of our home and present an unusually invasive and undesirable experience for track users. Even a two metre high barrier would provide insufficient protection at this point and any measures to counter this problem would also contribute to sun and view loss. Any form of privacy/security barrier would completely undermine the decision to place the current perimeter track below properties.<sup>1</sup>

## Off Road Trails

The primary purpose of an off-road trail is to escape urbanisation and to soak up nature. We are outdoor enthusiasts and enjoy using council and DoC tracks all the time. As a runner I have explored almost every bush, stream, hill and mountain in the Wellington region. The best off-road tracks are the ones that immerse you in nature and the experience is greatly diminished when they come close to urbanisation and this would be the case if a public track was built within a couple of metres of our home.

We strongly oppose making this area publicly accessible as it would be creating a completely unnecessary and totally unsatisfactory experience for everyone.



ELEVATED MEMBER OF PUBLIC

PRIVATE LIVING AREAS

PRIVATE LIVING AREAS

4 METERS

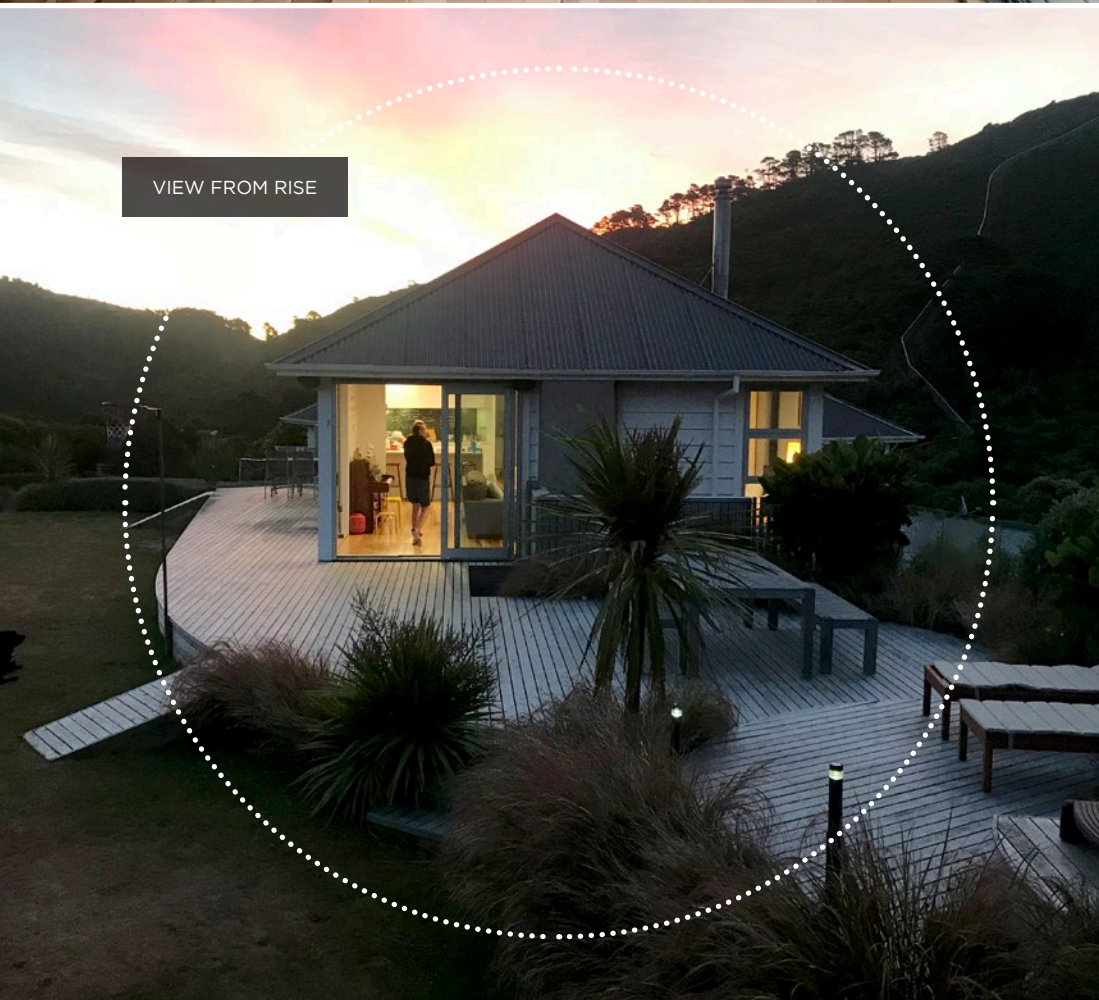
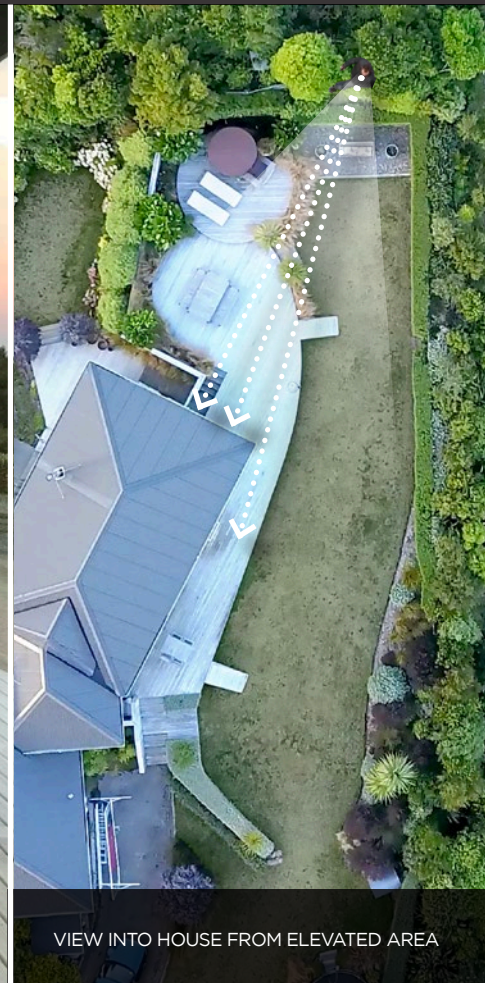
AERIAL OF 43 VERSAILLES ST

# PRIVACY AND SECURITY LOSS

- ..... BOUNDARY
- SAFETY FENCE
- EXISTING PUBLIC TRACK
- VERTICAL UNSAFE ZONE
- ELEVATED AREA



# PRIVACY AND SECURITY LOSS





ELEVATED MEMBER OF PUBLIC

4 METERS

MEMBER OF PUBLIC

MEMBER OF PUBLIC

AERIAL OF 43 VERSAILLES ST

# PRIVACY AND SECURITY LOSS

- ..... BOUNDARY
- SAFETY FENCE
- EXISTING PUBLIC TRACK
- VERTICAL UNSAFE ZONE
- ELEVATED AREA



# The existing track

The existing track adjacent to the Zealandia perimeter fence was intentionally and strategically positioned as a result of consultation with residents in the 1990s<sup>1</sup>. Due to necessary ongoing weed and plant control this track is constantly maintained for the biosecurity of Zealandia. This means it is always serviceable for bikers, walkers and runners.

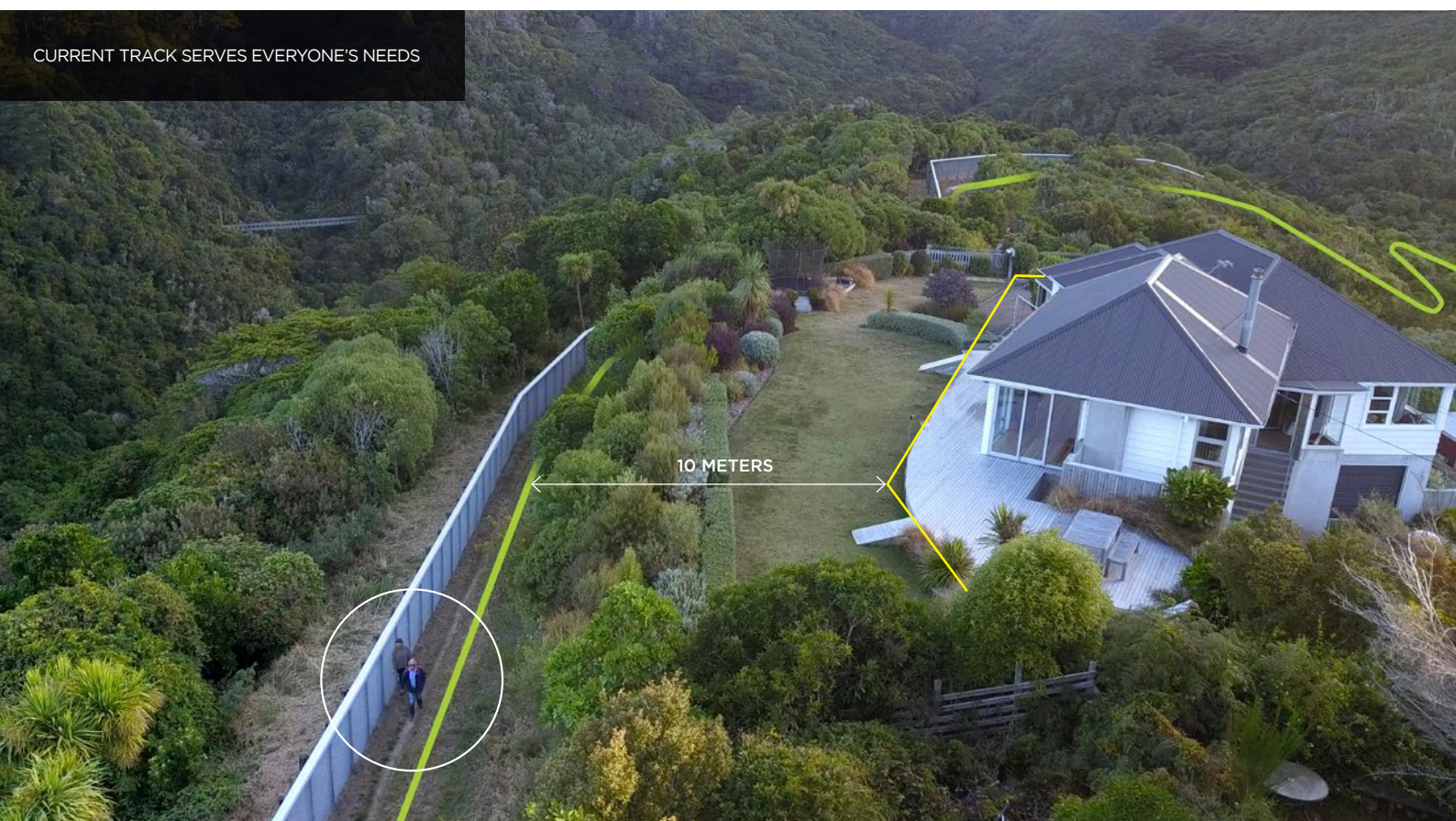
It provides an important off-road link between Birdwood Reserve and Wrights Hill Scenic Reserve, from which you can link to tracks that will take you all the way to the South Coast.

This track already comes within 10 meters of houses but due to the sloping topography it does not compromise the views, sun, privacy, security and peace for residents. For track users, despite being in relatively close proximity to urbanisation, the experience is entirely nature focused and peaceful. Takahe and other wildlife can be observed up close through the fence. Users are insulated from domestic noises and the sight of houses and residents.

To create another track within metres of this existing track would undermine a solution that already sensitively resolves the needs of residents, public and Zealandia. In doing so it would place home owners and the public into close proximity creating unsatisfactory experiences for everyone. Due to the constrained nature of this piece of land in particular, the public would be unavoidably forced to within a meter or two of our home.

We oppose the idea of making the strip publicly accessible when an exiting solution is already in place that elegantly satisfies everyones needs.

CURRENT TRACK SERVES EVERYONE'S NEEDS







AERIAL OF 43 VERSAILLES ST

# EXISTING TRACK

-  SAFETY FENCE
-  EXISTING PUBLIC TRACK
-  VISUAL/SOUND BARRIER





HIGHEST  
POINT

WIDEST POINT

NARROWEST  
POINT

EXISTING PUBLIC ROAD/TRACKS

EXISTING PERIMETER TRACK

PROPERTY BOUNDARIES

LOT 3 BOUNDARY

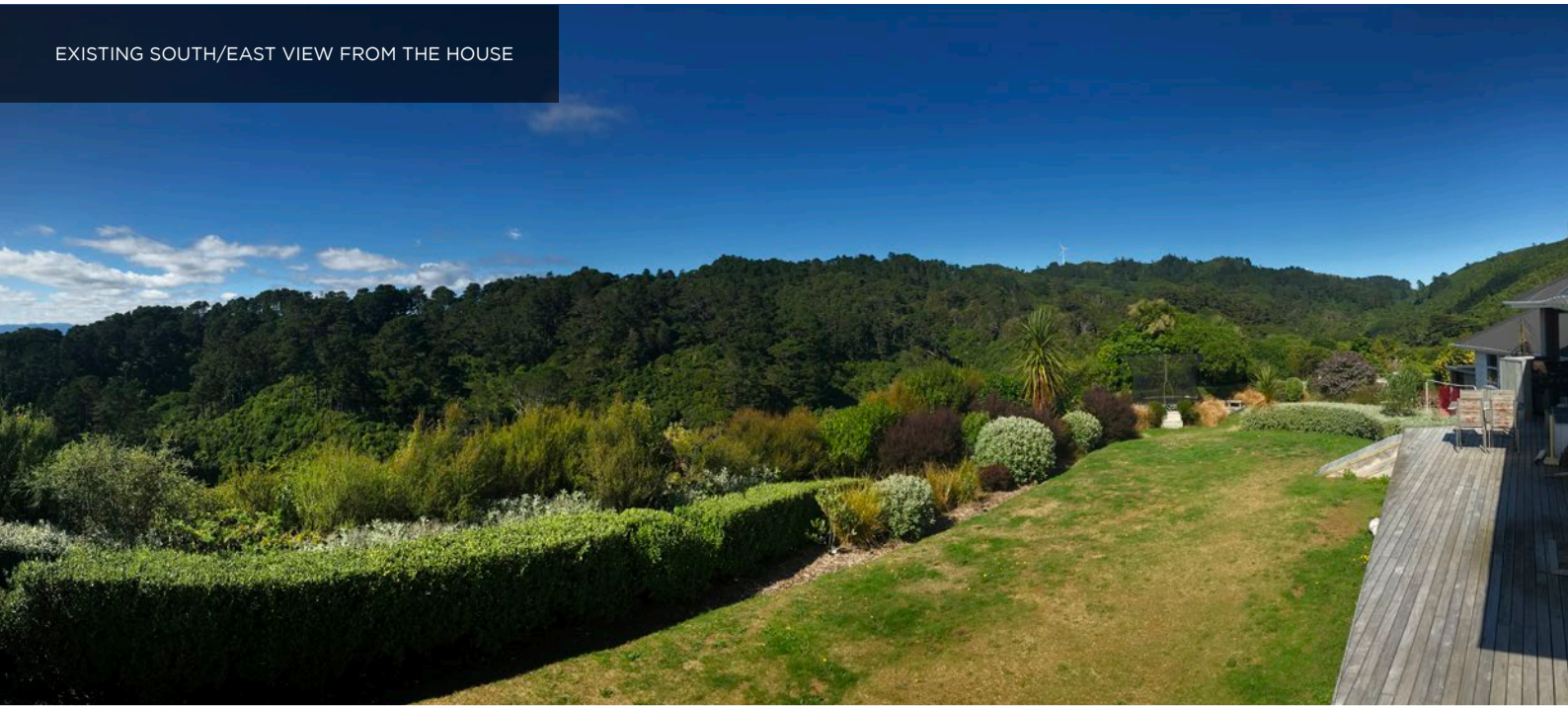
4M



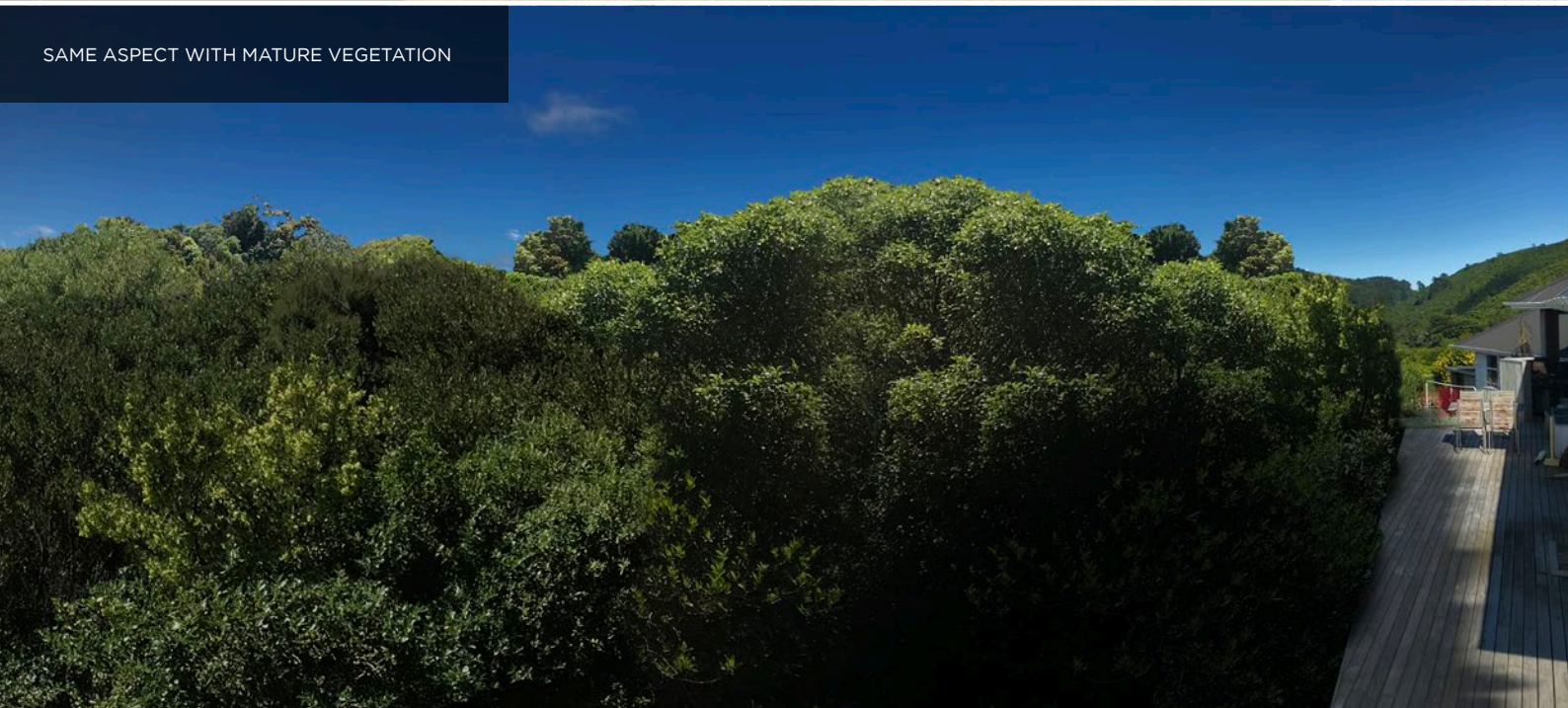
## Sun and view loss

No.43 was positioned on the boundary at the most elevated and eastern point of the section. The living spaces including kitchen, dining and lounge are all on the upper level and designed and orientated towards the views and sun. All the indoor/outdoor living is at this point in the property. The original joinery, which has been recently upgraded, is intentionally full height to take advantage of the expansive vistas and provide thermal advantages. Vegetation over time would completely undermine the design and primary assets of this house. This would become one of the main contributing factors to a significant drop in the value of our property which we discuss later in our submission.

EXISTING SOUTH/EAST VIEW FROM THE HOUSE



SAME ASPECT WITH MATURE VEGETATION





AERIAL OF 43 VERSAILLES ST

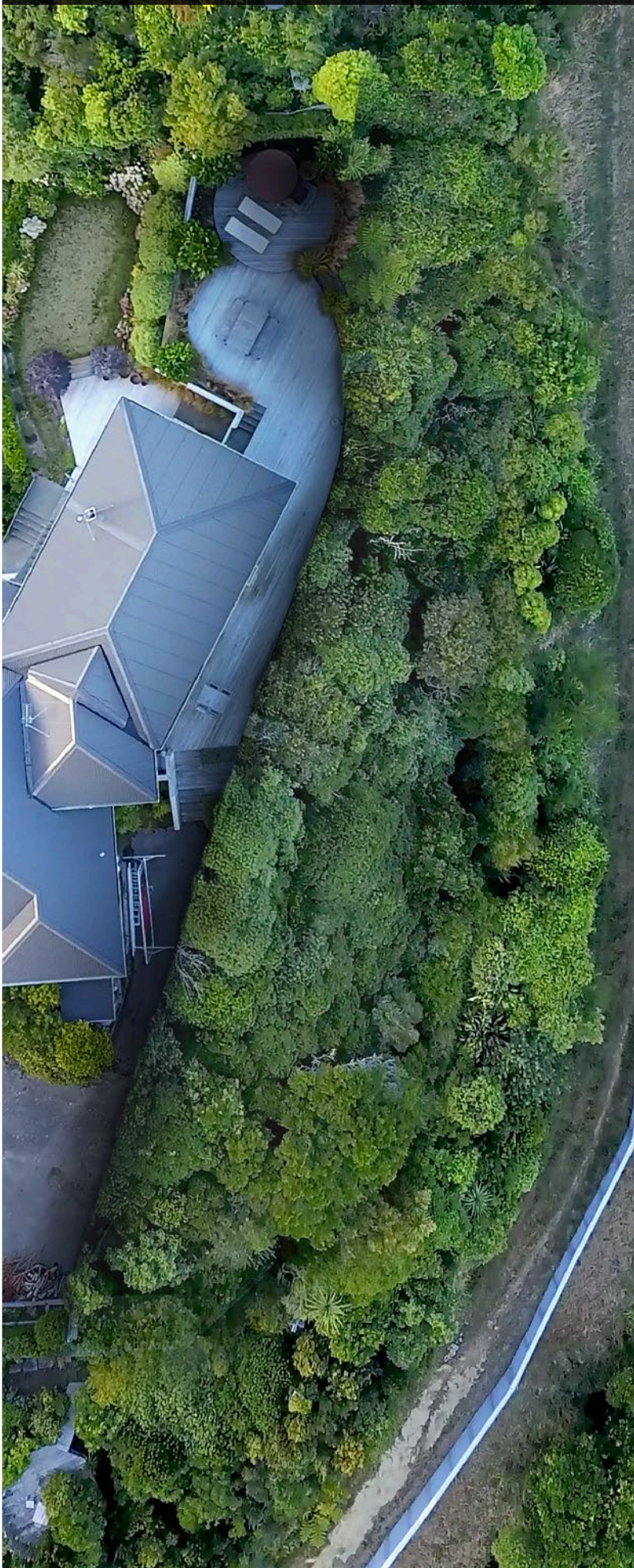
# CURRENT



AERIAL OF 43 VERSAILLES ST

171

# PROPOSED





AERIAL OF 43 VERSAILLES ST

# CURRENT SUN AND VIEWS

SUN AND VIEWS CURRENTLY AVAILABLE FROM THE NORTHEAST

←.....

SUNLIGHT

.....→

VIEWS





AERIAL OF 43 VERSAILLES ST

# SUN AND VIEW LOSS FROM VEGETATION

THIS IMAGE ILLUSTRATES THE LOSS OF SUNSHINE  
AND VIEWS FROM THE NORTHEAST

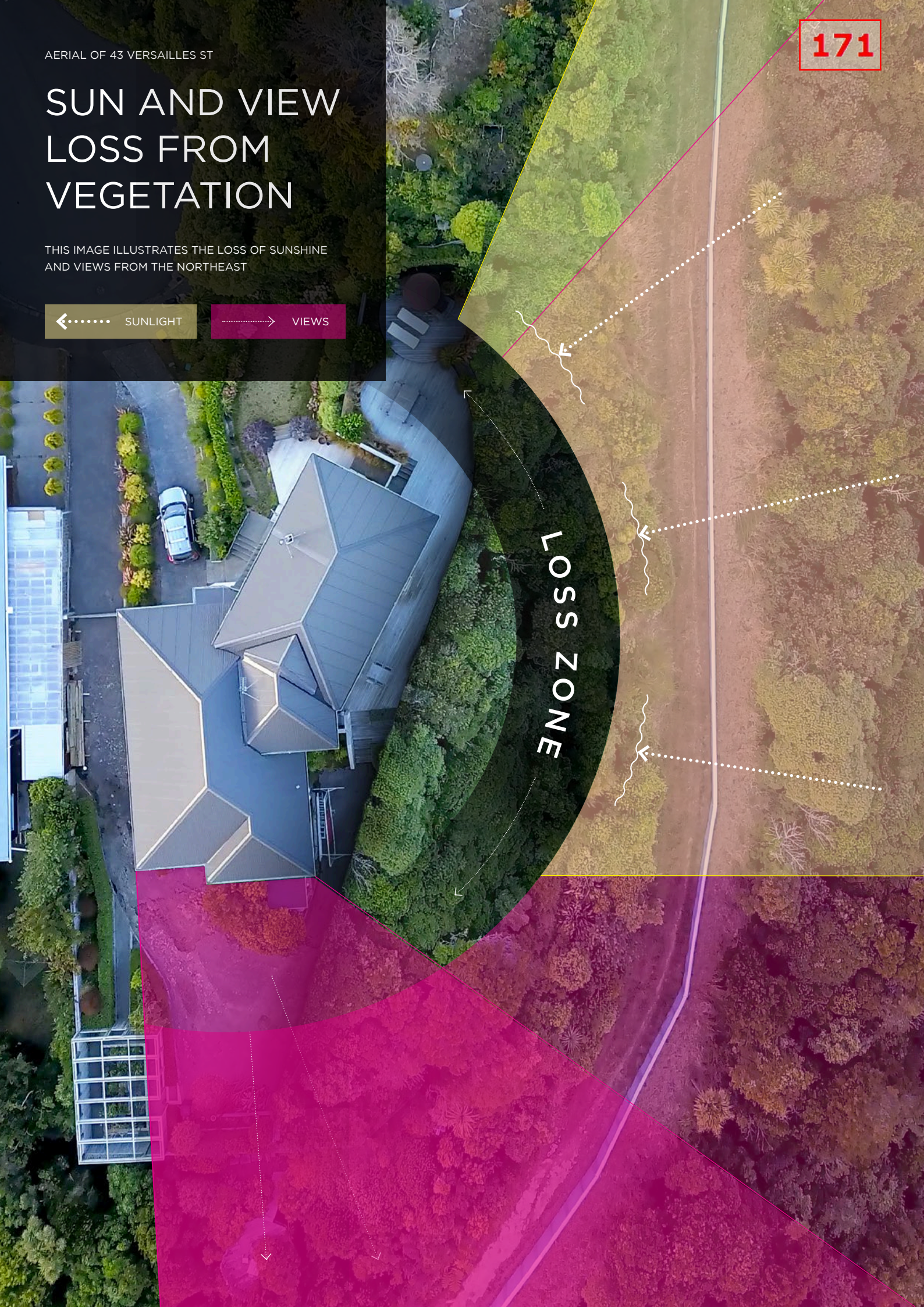
←.....

SUNLIGHT

.....→

VIEWS

171

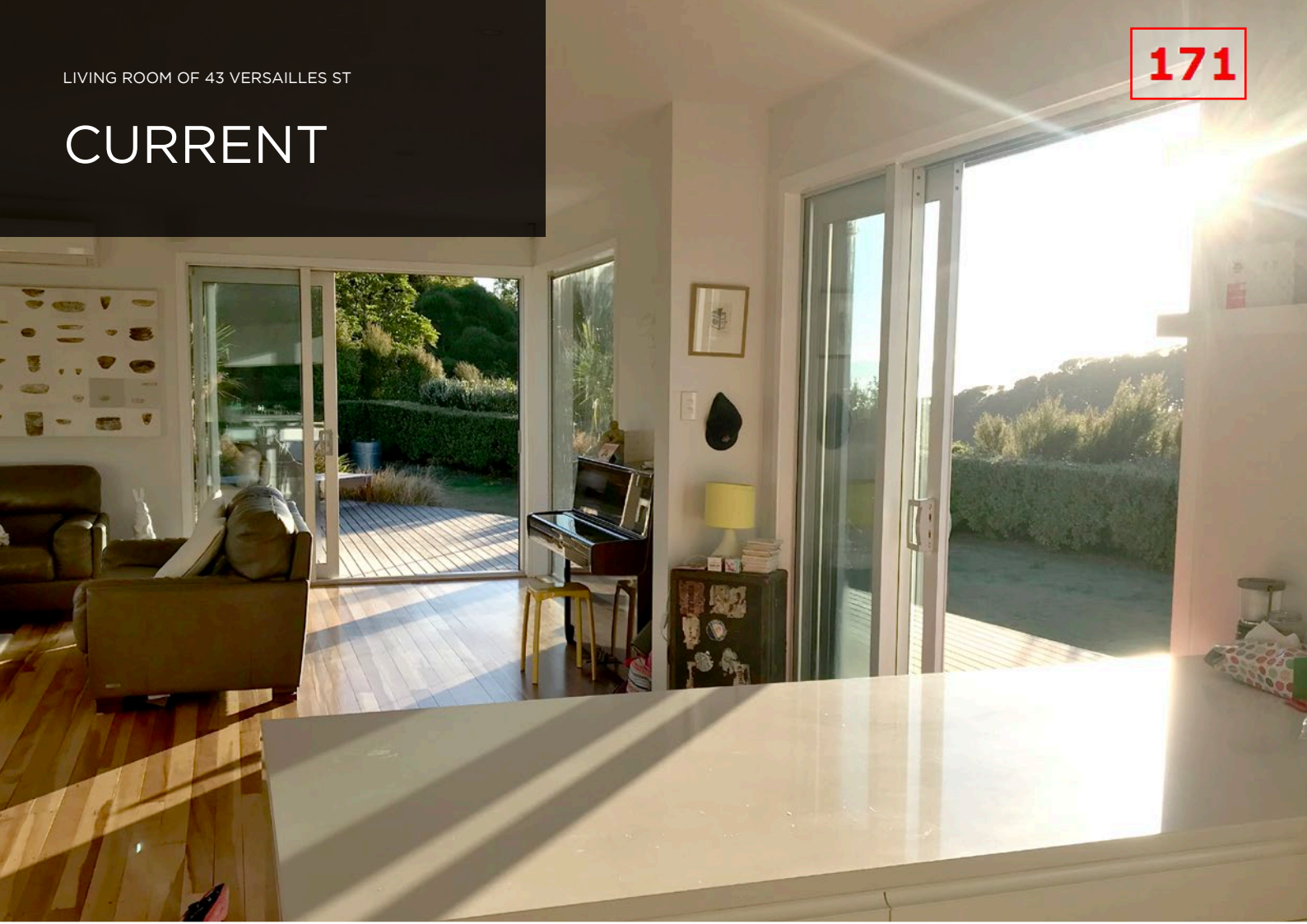




LIVING ROOM OF 43 VERSAILLES ST

171

# CURRENT



LIVING ROOM OF 43 VERSAILLES ST

# WITH MATURE VEGETATION



# Fire risk

The Strip was originally established as a firebreak and it continues to be maintained as such as open space by the residents today. The Strip has gone through a succession of owners over the years and is currently owned by Wellington City Council (the City Council) and is zoned as a conservation site. The ongoing use of the Strip as a fire break can be supported by the policies relating to management of fire risk.

History is very relevant in respect of fire. In the early to mid-1990s Karori in particular, and some surrounding suburbs were hit repeatedly by arson. Sometimes several times a week, or even a day, fires were being lit in the bush around our community. The sound of fire engines attending fires was obviously just as frequent. It prompted a local councillor to establish Wellington's first Community Patrol. The Police eventually identified the suspected arsonist, but there was never adequate information to charge them. Ongoing revegetation has seen gorse replaced by less flammable plants which has also assisted. It is important though to note that some native vegetation is also quite flammable.

Suffice to say, fire is a real issue for Karori. Because our property is on the crest of a ridge-line fire becomes a bigger issue. When the fire break was created, gorse would have been the dominant plant over large areas of the hillside below us. While gorse has been largely removed, exacerbating fire risk would be an issue, and Council would have obligations under legislation to address that issue.

We have had recent history of the massive fires near Nelson this month (February), and the small fire in bush on Te Ahumairangi Hill. In February 2017's Port hills fires, 2075 hectares of land were burned and 11 houses destroyed or badly damaged. The fire was only declared officially out after 66 days. Climate change and drier summers will make this more of an issue.

Fire risks are discussed in part 4.2.2.6 on page 43 of the Draft plan. Fire risks are to be managed by:

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

The explanation given is:

*"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."*



While fire can “set back ecosystem restoration” it can also put properties and people living in them at the boundaries of the outer green belt at risk, a factor not mentioned in the plan. While there is a mention of the adverse effects of climate change, there is no indication that anything is being done to mitigate the “likely increase in frequency and/or severity of drought conditions”.

The 2017 Port Hills fire and the 2019 fire in the Nelson region have raised the awareness of wildfires on the fringes of urban areas. This new awareness and a lack of adequate preparation were the subject of an editorial in the Dominion Post on 7 February. The editorial referred to a paper by fire scientists that concluded with the warning that councils have a key role in ensuring adequate planning takes place to prepare for such disasters before they happen.

The Outer Green Belt has not been immune to wild fires. In the 1993/93 fire season two separate wildfires threatened houses on what is now Montgomery Avenue. The situation of those houses is very similar to the situation of our house – sited at the top of a ridge with Karori on one side and a very steep hill covered in trees and shrubs on the other. There was even a water reservoir near the houses. Residents were asked to evacuate their houses and it was with great difficulty and some risk that the houses were saved.

On page 11 of the report, in discussing the risk fire fighters exposed themselves to, it is stated that where fuels are continuous, very extreme fires will breach firebreaks with relative ease. It then makes an estimate of how wide a firebreak is needed and suggested a “rule of thumb” of 1.5 times the flame length. In a later paper by the same author applied findings from his continuing research to produce a list of flammability of 42 selected native species. Of relevance to the proposal in the OGBMP to plant native trees adjacent to our properties as a buffer to Zealandia is the caution on page 6 of the report that native plants of low flammability may serve as “green breaks” on moist or fertile sites to reduce a crown fire in an adjacent forest or scrub fire, **but under extreme conditions they will burn readily.**

The effect of the policy recommendation in the draft OGBMP is that Green Belt values should come before the fire protection of neighbouring residents. It is our submission that it should be the other way around. The Strip behind the house should remain as a firebreak. And the remainder of the area behind the other houses and along the track next to the perimeter fence should be maintained to remove the gorse, long grass and other highly flammable material.

The strip of grass adjacent to our home, whilst not wide enough to meet recommended optimal fire safety thresholds on a ridge-line, does provide a crucial protection zone that would have a far greater mitigating effect on a wild fire than native vegetation. We strongly urge you to consider our safety and property protection against what is a very real and increasing threat.

# Financial implications

Aside from the lifestyle, privacy and security impacts of revegetation and public access there is also a very real property value implication that would arise from changes to the neighbouring strip of land.


Our property, like many on the street, was designed, positioned and orientated specifically to take advantage of the natural surrounds, sun, view and isolation. Additionally, the existing firebreak provides peace of mind and protection from a large area of forest. We presently enjoy a sufficient level of privacy and security without the need for obstructive fencing.<sup>1</sup>

A property's value always relates to a combination of factors and when factors change, positively or negatively, value is affected.

We have consulted with a number of property specialists to ascertain just what effect the potential changes to this land would have on the value of our property. The uncertainty we are now experiencing is already having a detrimental effect on current market value. Experts also unanimously agree that, like many of the properties on the street, the proposed changes would have a significant negative effect on the value of No. 43.

If privacy, security, sun, view and fire safety were compromised then this would correspond to a drop of 15% to 20% in property value. This represents a market value loss of between \$220,000 - \$290,000.

If changes to the neighbouring land were to proceed then we would be formally seeking compensation for the loss sustained and a fair adjustment to our Council rates. Further we would be seeking compensation for all the planting and maintenance of the strip since our tenure.



15% – 20%  
UP TO \$290,000 LOSS

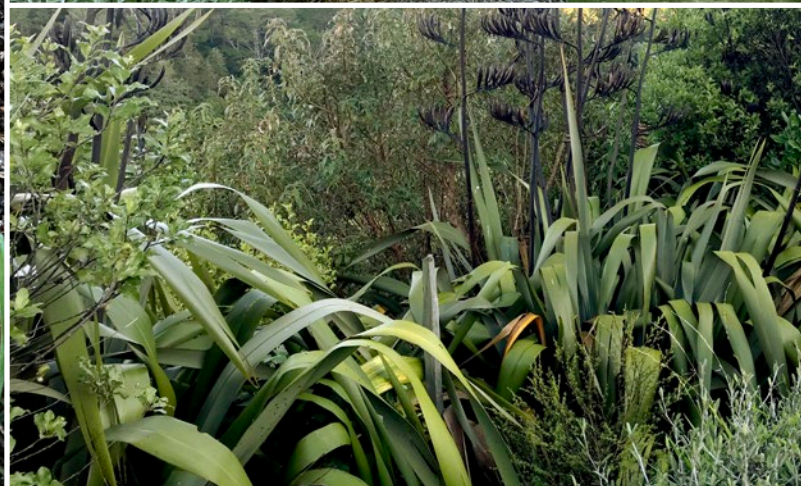


# Kaitiaki / Guardianship

When we moved into the property 7 years ago we found that the Council was not involved in any maintenance of the lawns or surrounding areas. It was evident that since carving out the bank and installing the safety fence above Zealandia nothing had been done to look after the land. The land had been left to go wild and was covered in thick weed including gorse, broom and blackberry. We felt obligated to better manage the land and decided to clean up the area. This was a significant amount of work and expense which took a period of 5 years. We carried out these botanical enhancements<sup>3</sup> with knowledge and support of the Council who supplied us with some new native plants. We supplied most of the shrubs at our own expense, planting a diversity of native species including a variety of flaxes, grasses, akeake, corokia, manuka, kanuka, pitisporum, aleria, tarata, kowhai, kakabeak, ti kouka, puka and ngaio.

We estimate we have planted over 250 plants in this area. We have been maintaining these plants and controlling weeds ever since. As a result we have beautified and enhanced the biodiversity of the site, adding to the buffer zone of Zealandia. We have particularly enjoyed watching bird life flourish in this extended habitat.

Having observed countless other Council areas that have become neglected and over-run with weeds, including an area at the top of the strip by the water tower, we have little confidence in the Council of managing this land effectively and any where near to the level we currently maintain it. We believe it is in the best interests of the public and the residents to have a MOU in place to allow residents to continue to look after the land. Failing that, we believe land purchase in the context of this site is an obvious solution.



# The way forward

We are seeking a MOU or land purchase opportunity (with caveats) which we feel would be the only way to provide assurances for our future.

Our submission is that:

- The City Council, Zealandia and our group acknowledge the extensive history of this matter and the legitimate present-day concerns we outline in this submission. We are open to working together to resolve the ongoing use and maintenance of the Versailles Street Strip in a mutually acceptable manner. This could be in the form of an MOU or land purchase agreement.
- Until the ongoing use is resolved, the Versailles Street Strip not be reclassified as reserve.

## MOU

We are seeking a mutually acceptable formalised agreement that acknowledges the unique characteristics of the Versailles St Strip and provides future certainty for all parties.

## Land purchase

Because the Strip was considered surplus to the needs of the Trust, the City Council has previously offered to sell a 5-metre wide portion extending outwardly from property boundaries. The land transfer from the Regional Council to the City Council took five years to be completed, and unfortunately the option to purchase lapsed.<sup>2</sup>

We know from our discussions with various Council Officers that the private purchase of council land occurs. Our property represents a unique situation whereby a transfer of this nature is an obvious solution for Council and us. Specifically;




1. The adjoining public land is more topographically and visually connected to our property than the steep bank and perimeter track below. There is an obvious natural flow between our property and the adjacent land.
2. Because there is no way public access could be introduced in a sensitive manner that respects the needs of residents and public alike it makes sense for this thin slice of land to not have to be managed by Council.
3. Private ownership is a proven way to ensure sound guardianship. We have already demonstrated a positive influence on the land with significant botanical enhancements<sup>3</sup>, biodiversity and habitat increase and ongoing maintenance and care.
4. Land purchase has already been extended to residents in the past and would have been uptaken had the transfer happened faster.<sup>2</sup>





AERIAL OF 43 VERSAILLES ST

# BOUNDARIES

-  EXISTING BOUNDARY
-  NATURAL BOUNDARY
-  CURRENT WCC STRIP



# Our details



**Name:** Tim and Katie Christie

**Email addresses:** [REDACTED]

**Telephone Numbers:** [REDACTED]

**Postal address:** 43 Versailles Street, Karori, Wellington 6012

**Capacity:** We are making this submission as individuals.

**Oral Submission:** We would like to make an oral submission to the Councillors.



## Footnotes and references

### Existing fence and track location

<sup>1</sup> From 1994 to 1999 there were negotiations with neighbouring residents, the Wellington Regional Council, the Wellington City Council and the Karori Sanctuary Trust. The outcome was that the predator proof fence was sited down the hill from and next to a buffer of native trees above the track between the Strip and the fence to meet the security and privacy concerns of residents.

### Land purchase opportunity

<sup>2</sup> Because the Strip was considered surplus to the needs of the Trust, the City Council offered to sell a 5-metre wide portion extending outwardly from our boundaries with a six-month option date. This land purchase offer took place in the 1990's when the land was being transferred from the Regional Council to the City Council but because the transfer took five years to be completed, the option lapsed.

### Botanical enhancements

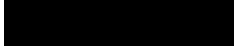
<sup>3</sup> On pages 86-87 of the 2019 Draft Plan there is a section entitled "Botanical Enhancements". The relevant paragraph 7 reads: *"Botanical enhancements" are small areas of land that are maintained and/or enhanced by a neighbour through planting or vegetation management in keeping with the open space values and character. These are managed by way of a "letter of understanding", which must be obtained by anyone who has or promises to undertake "botanical enhancement". For the purposes of managing encroachments, botanical enhancements are not considered encroachments and therefore are not by default prohibited."*



# Submission on the 2019 draft Outer Green Belt Management Plan

## Submitter

Wayne Pincott



Tawa 5028

## Introduction

Although I am a member of the executive committee of the Friends of Tawa Bush Reserves (FOTBR), and was President of the society at the time we advocated for the Council to acquire the Forest of Tane, I am making this submission in my own private capacity.

### Submission 1 – leave the Forest of Tawa intact

I submit that WCC should not harvest or fell the pines trees in the Forest of Tawa and that part of Spicer Forest which adjoins it (i.e. on the Tawa (east) side of the Spicer Forest Road. The Council should instead allow the existing well-developed under-storey of native species to naturally succeed the pines.

The original rationale presented to the Council by FOTBR for the purchase of the Forest of Tawa was to protect its ecological, recreational and water management value. Felling the pines is unnecessary, and will compromise each of these values. The FOTBR submission explains this in detail, and I will not repeat the explanations here.

However, I will add that the Tawa community meeting in 2018 (over 200 people attended) which supported the purchase, and was attended by the Mayor, was presented with the social and green benefits of keeping this block undeveloped and *allowing it to regenerate naturally as it is already doing*. I have attached the flier used to advertise the meeting, as evidence of what it was the community was supporting.

### Submission 2 – leave the Forest of Tawa intact

Councils have the unenviable job of identifying the needs and desires of multiple users of reserve land across the region, and optimising their plans as best they can. I support WCC's strategy of recognising particular sectors as best suited to specific types of usage, and that Sector 2 places greatest emphasis on the needs of walkers and horse riders (given proximity to the rural area of Ohariu), whilst cyclists are catered for by the nearby Rangituhi/Colonial Knob mountain bike park, as well as the proposed Porirua Adventure Park.

I support continued provision of public access between Kiwi Crescent and Spicer Forest Road, and submit that:

- the needs of walkers should be considered as primary, including keeping them safe by separating walking access from cycle access
- the middle section of the existing track includes stunning panoramic views up, down and across the Tawa valley for walkers, and that section of the track at least should be prioritised for walking

I also submit that the existing connection from Chastudon Place to Spicer Forest Road could be made more attractive to cyclists, if the short initial section was improved, i.e. through a better grade and drainage. The rest of that track is of a much more suitable gradient for cycling than the steep track through the Forest of Tawa, so if the initial section can be fixed, it might be regarded by cyclists as a preferable alternative.



**Submission 3 – protect the remaining privately held bush on Tawa's western hills, and enable public access**

I submit that WCC should acquire or otherwise protect the privately held bush between Rewood Bush and the Airstrip Block.

Acquiring or protecting the land supports the stated Outer Green Belt value of 'the increasing continuity of the reserve land from north to south'.

Formally enabling public access to this land would provide a connected 2.5-hour loop track through the reserves on Tawa's western hills, as well as enabling access from Redwood to Colonial Knob and Te Araroa.

The prospect of a loop track (with multiple access points) was presented to the community and to the WCC as a key benefit of buying the Forest of Tane. The track already exists (and has done for decades), but because some of it is on private land, it can't be formalised or properly maintained, nor can the public be invited to enjoy the use of it.

## Outer Green Belt Management Plan Submission from

V L Chapple

Ngaio

WELLINGTON 6035

ph

email:

20 March 2019

I am making this submission on my own behalf and I am happy to speak to it.

Although I am commenting on the paper generally, specifically my comments relate to Sector 3 Mt Kaukau

I have walked recreationally in Khandallah Park/Mt Kaukau for years, several times a week and have submitted twice previously on Outer Green Belt Management Plans. The plans just keep getting better and better, and I thought this was a well-written, comprehensive and sensitive document, with one major exception around the cattle – see later in this paper.

I completely support

- adding land to the outer green belt and classifying it as scenic reserve
- keeping man-made infrastructure to a minimum
- the focus first on protecting existing landscapes, especially a 20 metre vegetation buffer around streams

I am comfortable enough with Section 4.3.2.1 No 6 *'provide for exotic tree species to be planted where appropriate'* provided there is public input into the specific species to be planted first. I am very uncomfortable with the plan to plant exotic eucalyptus species trees. Admittedly there are hundreds of varieties of eucalypts but generally they are known as “the widow-makers” for a reason. In Wellington's windy environment this is an invitation to disaster. Also their high flammability is an issue when thinking about climate change.

I completely oppose the removal of the cattle from the skyline for the following reasons:

- The cattle enrich the outdoor experience (and this applies to the horses at Crofton Downs too)

For many green belt users the cattle represent their only opportunity to encounter such livestock. Since there have been a number of negative interactions with the animals it becomes obvious that park users need educating about how to behave around farm animals. Instead of seeing this as an opportunity to enrich the outdoor experience WCC seems committed to removing the risk. As far as I am aware there is no signage anywhere to instruct people on animal management. Instead WCC has jumped immediately to the anti-risk position of removing the cattle. Since there are very few “cattle walks” to be had in Wellington this point of difference should be encouraged not removed. Keeping the cattle on the tops is also a nod to the historical use of this land.

- The cattle provide a cheap and continuous method of keeping the tops open, the openness being

a premise which underpins this Plan.

We have cause to be grateful to the farmers who thanks to their livestock management practices over the last century have kept the tops open so that we can enjoy the wide spaces and the open vistas that make visiting Kaukau so “exhilarating” 6.3.1. You only have to look at the nearby Kordia land to see what happens when pasture is no longer maintained. Prickly Darwin's Barberry grows into dense tree-like formations that I find difficult to believe will foster native seedlings, when it's own seedling production is so vigorous. The idea that “mechanical methods” -I think that is code for herbicide spraying – and biological controls will work without enormous sums of money and commitment to ongoing resources over time seems very naive.

Kaukau was covered in native growth before the Europeans arrived and if not tended the same thing will happen again (which if we didn't want the views wouldn't matter). The idea that the climate is so harsh up on the tops so that very little will grow defies the experience of many hill country farmers in NZ. We are talking hill country here, not high country. Phrases such as *“It is expected that the grass cover will grow taller after grazing is phased out but will not necessarily be overtaken by woody growth due to the extreme conditions.....taller grass growth....should shade out a lot of unwanted seedling growth’* seems akin to the bus fiasco to me, where the intent didn't measure up to the reality.

About halfway up from Khandallah Park on the most popular route to Kaukau is an open grassed area with a picnic table. It is an open space place to catch your breath on the upward climb. For decades this area has been mowed – initially regularly and in the last few years spasmodically (arguably a funding issue). Currently it is reverting to 'rank grass,' bracken and gorse so the picnic like grassed amenity is being lost. This reversion would be happening a lot faster if it wasn't for a member or two of the community hand weeding the area to keep the gorse down. The expense of hand weeding isn't an option for the tops so it makes sense to leave the cattle to do this job. Sheep graze more intensively lower to the ground, which in turn can damage pasture on marginal land, so fewer units are usually stocked, meaning that a larger area is needed to be farmed for the same financial return. It is unusual that non- farmers are making decisions about the financial viability of the farming practices, by determining the type of farming that can occur.

The concept of keeping the ridgelines and below open grassland by mechanical methods and herbicide spraying is labour intensive, expensive and certainly not “green”. The idea that Wellingtonians want their outdoor experience laced with herbicide is absurd. (Today I met a man who was sprayed on the tops the last time this went on – he wasn't very happy.) A reasonable area below the immediate tops needs to be pasture as well, as the foliage grows upwards. There are no longer the views available from the Hemi Matangi Track in Waikanae because the trees have grown.

- That the cattle removal proposal and the trials of the alternative open top management practices are to happen concurrently is inherently flawed.

Equally worrying is the idea that grazing removal will be trialed on an “as you go” basis. 43.2.2 No 2 (d) *set up monitoring of changes in the grassland areas as a research project to inform decisions about how best to maintain the desired areas of open grassland”* is only laudable if you do it on a specified area prior to pulling out the grazing animals in the remaining area. To set the tops up as an ongoing experiment, when we already know the results of current pasture management is poor science. We already have the Zealandia perch experiment as an example of how the theory didn't meet the reality – dead waterways. We don't want the tops to be another example of science that seemed like a good idea at the time but didn't work out so well.

Much more sensible to do a real trial, locking off some of the tops for 20 years and then assess what you have done/might do. Since the quality of the research often depends on the quality of the testing and monitoring it is crucial that the funding for this is properly resourced.

Further, I do NOT support

- the proposal to put toilets on Kaukau

Toilets require maintenance which will fuel pressure to form a 4-wheel drive track. I object to this too. Once a 4 wheel drive track goes in there will be pressure from off-road clubs to access this land and completely change the experience for everyone else, after all it's their public space too. There are toilets in Khandallah Park (35 minutes downhill). Much better to put toilets at the road end at Crofton Downs, with increased parking. There are many entrances to Belmont Farm Park and very few toilets, and specifically none at the highest point!

- an alternative 4-wheel drive track for access

The isolation, so close to the city, is another reason why Kaukau is so special. Next it will be a revolving restaurant and a gondola. Whoops I forgot – that's already planned for Colonial Knob!

- Drinking water on Kaukau.

After 100 years, the only drinking water in the park below is inside the Khandallah Pool complex, which is locked off for 9 months of the year. As a ratepayer the idea that Kaukau will get facilities ahead of children using Khandallah Park I find offensive. Also, it is my understanding that the monies to be set aside for Khandallah Pool are for a pool upgrade and not for park facilities.

- Rubbish disposal facilities on the tops

The standard advice is carry it in, carry it out. Visitors should be made aware of this.

- Shelters

Shelters are more clutter on the landscape. There are numerous escape routes down to more sheltered areas. We are talking Kaukau here, not Mt Aspiring.

I am in favour of more signage, although less so about the ongoing expense of wayfinding. Much more effective to encourage people to snap a photo of the signs at the entrance ways. Signage around off-leash dogs, no biking areas, and livestock management are to be encouraged. More historical information would be good too, but getting funding for that is like drilling for oil. Khandallah Park, one of New Zealand's oldest, currently has no historical signage.

Given the central library financial burden on ratepayers I also don't support the expense of 10 fancy entrance ways which is gilding the lily. Particularly unnecessary is an educational woolshed in Crofton Downs, because both Otari and Zealandia are very close, and would/should cover much of the same information. Informative signs would be much better value, although Council has a poor record of maintaining these – I'm thinking of the historical signs outside Cummings Park Library, Khandallah Library and Ngaranga Gorge

In short the Kaukau experience is a gem precisely because it hasn't been standardized, sanitized or dumbed down. In view of the demands on the ratepayers purse please keep it the way it is – which is already very popular.



# WALKING CAPITAL

25 March 2019

Bec Ramsay, Manager Open Space & Recreational Planning  
Shona McCahon, Reserves Planner  
Wellington City Council

By email: [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)

Dear Bec and Shona,

## OUTER GREEN BELT (OGB) MANAGEMENT PLAN REVIEW 2019 - SUBMISSION

This letter is my summarised submission on the above. It follows the correspondence I sent Council concerning this matter on 22 December 2017 (see attached as Appendix 1).

I have also enclosed for your information correspondence concerning Polhill Reserve and the Skyline Walkway dated 20 September 2017 (see attached as Appendix 2).

While this letter is relevant only to the extent it relates to the Skyline Walkway, the purpose of forwarding it as part of this submission is to emphasize Wellington's on-foot community has been expressing its concerns about conflicted policy goals, poor planning, indifferent management and unrealised actions affecting our Open Spaces and OGB for quite some time. It is not clear our concerns have been recognised in the Review document let alone acted upon, despite the extensive that has gone into its preparation.

To avoid repeating comments made previously, I have focused my submission on Council's underlying vision for, and approach to, the OGB and its management.

- **Proposed Reserves Classifications:** While the application of Scenic A and B status to much of the OGB makes sense, it is not clear why Makara Peak has been defined as Scenic B given its role as an mountain bike (MTB) adventure park essentially makes a Recreation Reserve . It leads to the suspicion that Scenic B status will used as a Trojan horse to justify the expansion of such MTB adventure parks throughout the OGB i.e. Johnson Hill.
- **Vision & Guiding Principles:** We understand the reference to "Wellington's Wild Green Connector" and the fundamental concept of the OGB's "continuity and connectivity", to mean the preservation of species habit along ecological corridors; not the justification for the so-called "visionary proposal" from the *Opens Space Access Plan Review 2016*, of using the Skyline Walkway to create an "axial connector" i.e. a 30-kilometre ridgeline superhighway to accommodate e-bikes.
- **Key Values & Policies:** From past experience with Mt Victoria and Polhill Reserve, we have no confidence that Council will put its stated values into practice and apply its policies for the benefit of Wellington's on-foot community, which represent 70% of all OGB users e.g. Council's blatant disregard for its own environmental policy application in respect to the recent granting of downhill MTB tracks on Polhill Reserve.
- **Sector Management:** Reference to Council adopting its own priorities separate from the *Wellington Regional Trails for the Future 2017* is encouraging, but its recent blindness to unauthorised and ongoing MTB track-building on Johnston Hill is disappointing. Again, it raises suspicions that renegade track-builders are being ignored in the hope that such tracks will become established fact over time with irreversible effects.

- **Pre-review consultation:** Perhaps the most disappointing aspect of the Review is that it clearly encompasses much work already done by the local MTB community. This only serves to reinforce the long-held perception that Council remains in thrall to national and regional cycling interests, in particular the assumed economic benefits that will accrue to Wellington once it has developed its OGB into a world-class MTB adventure region envisaged by the *Wellington Regional Trails for the Future 2017*. As proposed in my letter of 22 December 2017, we would have welcomed a similar opportunity to have input prior to the Review document being presented for public submissions.

I would welcome the opportunity to speak to my submission and to present substantial photographic evidence of the ecological degradation being wrought by unauthorised MTB activities in the Skyline and Huntleigh Park areas of the Kaukau management sector.

Yours sincerely



Rod Lingard  
Walking Capital

[Redacted contact information]

# WALKING CAPITAL

22 December 2017

## APPENDIX 1

Democratic Services  
Wellington City Council

By email: [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz)

To whom it may concern,

### OUTER GREEN BELT MANAGEMENT PLAN REVIEW - SUBMISSION

This letter is our summarised submission on the above matter. Its primary purpose is to register our group's interest in participating from an early stage in the Council's review of the *Outer Green Belt Management Plan 2004*.

Our interest follows our members' involvement in the round of meetings the Council conducted recently and stems from an earlier invitation by Bec Ramsay, Manager Open Space & Recreational Planning, for us to provide input into the planning process. Further, we don't believe the Council's online consultation process for undertaking this review is alone adequate, although many of us have individually completed the survey which closes today.

In summary, Walking Capital raises the following issues and concerns in regards to the review:

- **Purpose & Vision:** With the advent of the Council's *Open Space Access Plan 2016* and its support for the *Wellington Regional Trails for the Future Strategic Framework 2017*, we are concerned the Council may shift its purpose and vision toward a broader, more commercialised and tourism-based usage of the Outer Green Belt (OGB), one that is focused predominantly on an integrated multi-activity trail network.
- **Values, Issues & Opportunities:** We are concerned that key OGB factors relating to its ecology, landscape/landform, recreation & access, and culture & history (most of which we regard as fixed and immutable) may similarly be changed to reflect an economic bias toward cycling-centric resource usage rather than preservation and protection.
- **General Objectives & Policies:** We are concerned the political and economic pressures upon the Council's vision and values from vested interests may see it revise its OGB objectives and policies to the detriment of existing users, especially walkers which form by far the largest group of users.
- **Area Plans:** As the revised *Open Space Access Plan* shows, there has been significant change in the approach to, and management of, the area plans since 2004. The Skyline Walkway in particular has grown in prominence to the extent it is a new 'Signature Trail' in the *Regional Trails Framework*. We are concerned that unregulated change to these area plans will conflict with the original OGB's vision and values.
- **Risk Management:** What the 2004 plan omitted, and which should be addressed in the upcoming review, is a comprehensive analysis of the risks factors arising from the legal, financial and environmental aspects of any proposed change, particularly where vested interests are involved in operating on public land and/or with public resources.

As we have emphasised in other submissions to the Council, the upsurge in technological advances since the 2004 OGB plan raises new issues and concerns not anticipated back then. For example, the recent introduction of e-bikes to our green open spaces poses significantly increased threats to existing users' health & safety.



Any revised OGB will need to address these new issues consistent with its original vision and values, and not be held in thrall to the projected economic benefits that might otherwise accrue to commercial interests pursuing e-bike concessions to operate on the OGB network.

At the same time, the Council should use the review to address long-standing concerns that have only worsened in recent years e.g. the lack of adequate toilet facilities at most walking track major access points; the unsatisfactory approach to maintaining existing OGB walking tracks; the inconsistent and substandard approach to directional signage and information; the undisclosed plans to construct more mountain bike tracks in the OGB; the continuing degradation of the natural environment by track builders; the poor management of stock grazing contracts on OGB ridgelines; the unsatisfactory approach to a 'shared tracks' policy; and an unwillingness by the Council to enforce a walker's right-of-way.

Perhaps the most disappointing aspect of the 2004 OGB plan is the stalled progress by the Council to implementing its original objective of having the Te Araroa Walkway traverse the length of the Skyline Walkway. In light of its recent initiatives, we are concerned the Council - without any public consultation - has quietly ditched this objective in favour of the more economically attractive funding option being promoted by tourism and cycling interests via the *Regional Trails Framework*.

We wish to engage with the Council in discussing these issues and concerns ahead of any review process and look forward to progressing these matters in 2018.

Yours sincerely



Rod Lingard  
Walking Capital



# WALKING CAPITAL

20 September 2017

## APPENDIX 2

Mayor & Councillors  
Wellington City Council  
Wellington

By email: [mayor@wcc.govt.nz](mailto:mayor@wcc.govt.nz)

Your worship,

### WALKING ISSUES CONCERNING POLHILL RESERVE & SKYLINE WALKWAY

We last wrote to you on 27 October 2016 following your election and the inauguration of the new Wellington City Council - a copy is attached for your and Councillors' information.

At the time, we expressed concerns about *"the increasing ecological degradation associated with the track upgrades undertaken to accommodate e-bike access to the Skyline Walkway or the construction of new shared tracks on Te Ahumairangi Hill and Polhill Reserve"*.

Since then, the Council has proceeded apace with proposed changes to the track network in **Polhill Reserve** (in conjunction with Brooklyn Trail Builders) and most recently with an e-bike trial and associated upgrades to the **Skyline Walkway**. These are both developments emanating from the Council's adoption in September 2016, of the reviewed Open Space Access Plan.

The Council is also a significant participant in, and contributor to, the **Wellington Regional Trails Framework**. The Framework's Steering Group is promoting the economic development of the region's track and trail network as the basis for encouraging domestic and international cycling-based tourism. The Steering Group hosted a regional mayoral forum recently for that purpose - see attached.

All three projects are being actively driven and supported by Wellington's cycling and mountain bike (MTB) groups, including the Wellington Trails Trust, the Cycling Action Network, various trail building contractors, and numerous cycling-related commercial interests.

In many cases, these groups and interests are entwined with the Council's own policymaking and operations structures. For example, the 'Key Initiative' in the Council's Draft Open Space Access Plan [June 2016] - to convert the existing Skyline Walkway into a "main axial connector" called "The Skyline Track" and labelled a "visionary proposal" - is in fact a 30-kilometre MTB trail proposal developed by cycling interests.

While not opposed *per se* to tourism-based economic development opportunities, Walking Capital has serious concerns when such projects lead to the exploitation of public open spaces by relatively-small but well-resourced vested interests.

We are especially concerned where such vested interests are utilising Council policies, resources, staff, and goodwill to pursue strategies that encroach upon our Town Belt, recreational reserves, scenic reserves and Outer Green Belt, often to the exclusion of local walkers and others on foot.

Further, we are concerned that Council (which is duty-bound to manage our public estate in the interests of all citizens and ratepayers) is attracted to the benefits of economic development in our open spaces (especially where central government funding for cycle trails is involved) without recognising the oft-hidden downsides and disadvantages for those with less resources and influence.

To be clear, there is often much to recommend such proposals, even in public open spaces, but not when they come at the expense of existing users' amenity value or the natural environment. In our view, Council should be much more astute in discerning the real benefits and costs at play.

## Polhill Reserve

Walking Capital made both written and oral submissions to Council opposing the Polhill Reserve Tracks Proposal in its entirety i.e. we opposed the Brooklyn Trail Builders' proposal to build 3x new tracks on the grounds they weren't warranted and would result in needless ecological degradation (see Council's *Formal Assessment* opposing this proposal) and we submitted Council should retain the 2x walking tracks it was seeking to remove.

In essence, we argued for the status quo, but with some added suggestions regards the need for Council to upgrade existing walking tracks; improve signage; and consider reviewing the 'shared tracks' policy due to mounting user-conflict arising from increasing pressure from mountain bikers.

While not seeking to relitigate the issues, Walking Capital is concerned the presumption of the cycling interests involved is that the Brooklyn Trail Builders' proposal should prevail by sheer number of submissions alone. With respect, Council should treat with suspicion such manipulated 'demand' and ignore the online 'echo chamber' called SurveyMonkey that masquerades as genuine research.

We believe stacking the consultation process to be an abuse of Council's democratic function and demonstrative of a small but vocal MTB group and their commercial supporters disinterested in genuine discourse and other peoples' points of view. Further, it ignores recent research that at 66.9% participation, walking is by far the Wellington region's most popular sport or recreational activity, with swimming second at 34.8% and all forms of cycling combined at only 26.2%.

We trust Council weighs the issues and reflects carefully upon its duty to act in the interests of all Wellingtonians when the City Strategy Committee meets tomorrow to consider this matter.

## Skyline Walkway

We have a number of issues with Council works on various sections of the Skyline Walkway. These stem from our experience last year with Council's Draft Open Space Access Plan, where it became clear during consultation that it had undisclosed plans over the Walkway's long-term development.

By withholding its plans until challenged by Walking Capital, Council has created major concerns as to its motives and lack of good faith in its dealings with our group.

### Context

The Skyline Walkway is Wellington's most iconic walking track. Much of it, as its name suggests, is ridgeline track running from the South Coast to Johnsonville in the North.

From bush to sub-alpine grasslands and with numerous side tracks, it has served generations of Wellington trampers, walkers, runners and, more recently, hardy mountain bikers, all keen to tackle the Walkway on its own terms.

Many enjoy its variety, from fully-formed 4WD utility tracks to grassy saddles and ridgelines marked only with waratahs. Mostly, the amenity value derives from a family stroll, a solitary wander in the hills and bush, or an adventurous run or bike ride with a mate or two. All value the opportunity of being in a natural environment with minimal human impact. Until recently, MTBs have not been an issue for Skyline walkers. However, this is changing due to Council's undisclosed plans and actions.

### Recent work

Work in past years has focused mainly on track maintenance and upgrades to major access points, primarily for walkers and runners. Lately however, the focus has shifted to MTB track development on the Walkway proper e.g. above Karori Forest and by Mt Kaukau. Much of this work has been undertaken by specialist MTB track builders contracted to Council.

When Walking Capital has expressed its concerns to Council that this type of work is excessive, unnecessary and imposes an adverse impact on the natural environment, the response has typically been that the work is needed to deliver Council's commitment to "*improve accessibility by ensuring tracks are built to a high standard*" - see attached Council letter dated 8 June 2017 regarding track duplication near Mt Kaukau.

Council refers to “high quality access” and “high standards” and its ‘shared tracks’ policy but our experience is of unwarranted ecological destruction in ridgeline areas (where there is usually light MTB traffic) as the recent track ‘upgrade’ by Montgomery Ave illustrates:



Clearly graded for e-bikers, not walkers



Why sit and look at this depressing view?



Original track in background

### *Future projects*

Upon being requested to release the planning, budgetary and works information to justify such a major project, Council provided Walking Capital on 15 September with 3x documents relating to the Skyline Walkway - 2x reviews for 2014 and 2016 respectively prepared jointly with Jonathan Kennett of The Kennett Brothers Ltd (an MTB track building contractor) and a 2017 works programme prepared by Mr Kennett - see attached.

We note the covering email from Council advises:

*“The works focus on reducing gradients so that the track is easier to use and to reduce on going erosion issues caused by steep gradients. It also focuses on improving areas which have become particularly rocky and rough due to erosion from high winds and water erosion. You will see that the classification aimed for improvements are “walking Track” – NZ walking std and grade 3 bike, NZ cycle trail design guide lines”.*

In our view, Council’s justification for such major work is misleading and disingenuous, even in respect to the reviewed Open Space Access Plan. In response, Walking Capital says:

- The Skyline Walkway is a wonderfully varied natural environment; it does not require extensive reshaping or modification to any part of it;
- Existing walkers, runners and bikers access the Walkway on its terms; they don’t need Council “reducing gradients so that the track is easier to use”; and there is no apparent demand from current users for these “high standard” upgrades;
- Far from rectifying erosion damage supposedly caused by “high winds and water”, the MTB track builders’ degradation is only likely to accelerate it.

In regard to Council planning, it would be an understatement to say we were horrified to learn about the 2017 work programme only last week. The extent to which Council has undertaken forward planning and commenced work without prior advice or consultation, despite the recent meetings we have had with officers (including a meeting on 10 July this year where the E-bike Trial and Outer Green Belt Management Plan review was specifically referenced) is a deep and genuine concern.

The fact a number of Council’s elected representatives and key officers are also keen MTB riders with close ties to cycling interests only serves to increase those concerns - that walkers are being kept in the dark intentionally and at arms-length from what appears to be Council’s true strategy.

Even in the area of track maintenance, Council appears more focused on using remedial work as an excuse to rebuild the track to a cycle trail standard rather than simply making good. An example is the Skyline above Ngaio where poor Council monitoring of farm leases has seen cattle do substantial damage to the saddles around The Crow’s Nest and Bell’s Track, now apparently to be ‘upgraded’.

Here are some Skyline snaps depicting ‘upgrades’ and stock damage, from Karori through to Ngaio:



For walkers? 1.2m wide? Really?



Ding dong, is this Bells Track?



Crow's Nest pug-holes

### Wellington Regional Trails Framework

Coming from an unsatisfactory experience with the Open Space Access Plan review, our recent involvement in the WRTF Steering Group has reinforced the view that Council appears fully committed already to developing the Skyline Walkway into a tourism-based super trail primarily for the benefit of local and visiting MTB riders.

In the *“Wellington Regional TRAILS FOR THE FUTURE”* strategic framework document dated 27 August 2017 prepared by Australian consultancy TRC Tourism Ltd, reference is made to the prospect of the Walkway being assessed as a ‘Distinctive Experience’:

*“Investigation of an Epic multi-day mountain bike trail (potentially South Coast to Makara Beach, though to Spicers Forest and Colonial Knob”).*

This recommendation not only aligns to Council’s so-called *“key initiative”* and *“visionary proposal”* in the reviewed Open Space Access Plan, it explains why Council appears so intent upon upgrading the Walkway to NZ Cycle Trail Design Guidelines as this standard is required for access to central and regional government funding for NZ Cycle Trail status.

That said, it is not apparent that Council has formally committed to the concept, yet. If it has, there has been no proper consultation or consideration of the many adverse impacts upon existing users including lost amenity value and compromised health and safety.

These were key in the Environment Court’s decision last year to refuse Southland District Council’s consent for the *Around the Mountain Cycle Trail* along the Oreti River Valley, a World-class trout fishery. NZ Fish & Game successfully argued the planned route would destroy anglers’ amenity value.

For Walking Capital, the bottom line is Council’s duty to keep Wellington’s publicly-owned wilderness areas and other open spaces in as close to their natural state as possible, for the enjoyment first and foremost of local citizens and ratepayers. Council does not have a mandate to turn our most iconic walking track into an e-bike and MTB tourism trail for a select few foreign and domestic cyclists.

We look forward to a more productive engagement with Council over our various concerns.

Yours sincerely

Rod Lingard  
Walking Capital

*Georgia Vaughan*

Georgia Vaughan  
Walking Capital



**Submission to the**  
**Wellington City Council**  
**Outer Green Belt**  
**Management Plan**  
**March 2019**

*Versailles Street Residents Group*

*25 March 2019*

*Contact Person: Sasha Calhoun*



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## Executive Summary

This Submission on the Draft Outer Green Belt Management Plan 2019 (the Draft Plan) is from the Versailles Street Residents Group.

The Versailles Street Residents Group (the Group) is an unincorporated body made up of residents who own properties on the eastern side of Versailles Street, Croydon Street and (one) property on Messines Road. The Group's properties all border land known colloquially as "the Versailles St Strip" (the Strip). In the Draft Plan, the Strip is referred to as Map reference 6.2.3, 6.2.4 and 6.2.11 (see Appendix C).

We commend the overall purposes and objectives of the Draft Plan. As a group, we love the vibrant native birdlife that surrounds us given our location. Many of us are members of Zealandia and take great pride in the benefit it provides to us and our city.

However, at the same time, we do not consider that rigid application of parts of the policy, as seems to be the case in relation to the Strip, is necessary, or indeed desirable, to meet the purposes and objectives of the Draft Plan.

The Versailles Street Residents Group (the Group) are deeply concerned about the aspects of the Draft Plan that relate to the Strip. The Draft Plan proposes three options in relation to the Strip. These options are (1) complete revegetation of the Strip; (2) a public walking track; and (3) reclassification as a reserve. A summary of these concerns, as well as general background and history, follow. More detail is included in the body of this submission.

- i. The Versailles Street Residents Group has a long history of engaging with the Wellington Regional Council (the Regional Council) and the Wellington City Council (the City Council) over issues relating to the Strip. This includes a series of agreements and resolutions, all of which recognise and commit to protecting the security, privacy and views of the Versailles Street residents (paras 40-44 and Appendix A).
- ii. The Draft Plan does not acknowledge maintenance activities carried out over many years by residents with the full knowledge of the various Council land owners and which have provided mutual benefit. Agreement with the Regional Council to continued use and maintenance was one of the agreements to which the transfer of land to the City Council was subject (paras 3, 4, 38-43)
- iii. The Draft Plan states the Strip is reserve. It is not reserve and has never been reserve. The land is historically part of the Karori Reservoir title (para 11 and Appendix A).
- iv. Increased fire risk due to revegetation (paras 6-7, 51-55, Appendix B).
- v. Feasibility of a walking track given the adjacent existing track, additional cost, and steep nature of some of the terrain, and concerns over security and privacy. (para 8-10, 56-58).
- vi. Negative impact on the sense of community (paras 45-49).
- vii. Potential loss of sunlight, as a result of revegetation, and resulting detrimental impact on properties. (para 50).



- viii. Public Access to the Strip: Resident's concerns over security and privacy risks have been recognised repeatedly over many years by the various Council landowners and the Karori Sanctuary Trust. (paras 56-58).
- ix. Loss of views due to revegetation and the consideration of the value of views by various Acts (paras 63-65).
- x. Significant negative impact on property values: estimated to be \$180,000-\$300,000 (paras 59-62).
- xi. Lack of consultation from the Council (paras 67-74).
- xii. We question whether Council has either the resources or the will to properly maintain either the Strip or the bush buffer. Working with us, as residents, will deliver a superior environmental outcome.

The Draft Plan represents a fundamental change to the Council's long established position in relation to the Strip without regard to, or consideration for, its previous commitments, principles of good faith and effective consultation, the longstanding use and maintenance of the Strip by residents and the extensive history of this matter between the City Council and residents.

## The Group's Submission

The Group's submission is that:

- Provisions in the Draft Plan relating to the Versailles Street Strip revert to the wording currently in the 2004 Plan.
- The City Council, Zealandia and our Group acknowledge the extensive history of this matter and seek to resolve the ongoing use and maintenance of the Versailles Street Strip by residents and the public in a mutually acceptable manner.
- The Council acknowledges the need to maintain the existing firebreak.
- The Council reconfirm its previous commitments to protect the privacy, security and views of residents.
- Until the ongoing use is resolved, the Versailles Street Strip not be reclassified as reserve.

## Request to be heard

We request an opportunity to be heard when the Council subcommittee meets to take oral submissions.

## The Draft Plan

1. Our concerns relate to the following section of the Draft Plan (sec. 6.6.2.1):

*There are 21 encroachments of private use from adjoining residential properties with addresses on Versailles Avenue (sic) 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 barrier 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.*

the related action point (sec. 6.6.3.1, point 2):

*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.*

and the proposed reclassification of the Strip as Scenic B Reserve in the Reserves Reclassification Schedule (map reference 6.2.3, 6.2.4 and 6.2.11).

2. This section of the Draft Plan, and the proposed actions, misrepresent the current status of the land and its history, and overlook important considerations about its purpose.
3. **Maintenance – not encroachment:** Rather than encroachments, for at least the last 58 years, the Strip has been maintained and used for various activities by neighbouring residents with the full knowledge of the various boards and councils which have successively owned the land. This has been at no cost to those boards and councils. Prior to its transfer to the City Council in 2004, the Regional Council, and the Regional Water Board before that, specifically endorsed our use and maintenance of the Strip as being of mutual benefit and an agreement to that effect was in place. We give detailed evidence of this below.
4. Maintenance activities carried out over the years include weed control, gorse removal and mowing. While we acknowledge that there are some limited genuine encroachments onto the Strip (which we are prepared to resolve with the Council), these maintenance activities are not encroachments as that term is understood in law or defined in Council policy. (Town Belt Management Plan 2018 – please see section 21 below) Our maintenance activities are, in effect, no different to the sorts of activities carried out on road reserve which the Council actively encourages. They have ensured that the Strip has been properly maintained as open space so that it can continue to operate as an effective fire break.
5. The Draft Plan proposes three options, which do not appear to be mutually exclusive, in relation to the Strip. These options are (1) complete revegetation of the Strip; (2) a public walking track; and (3) reclassification as a reserve. Our specific concerns in relation to each option are as follows:

6. **Complete Revegetation:** Impacts for residents include the loss of a sense of community, loss of sunlight, increased fire risk, loss of security and privacy, reduced property values and a loss of views (discussed further below). These collectively demonstrate that complete revegetation would certainly not be an option or outcome the Group would be comfortable with. Of all of these, the increase of fire risk is probably the most compelling. In times of climate change and increased likelihood of droughts, revegetating a currently functioning firebreak would increase the risk of fire to the Group's residents. As a recent High Court case involving Gisborne District Council shows, there is a corresponding risk and potential liability to Council (see paras 119-120, 128). We are also deeply concerned at the potential for revegetation to destroy our existing longstanding views (see paras 63-65) and the potential impact on loss of sunlight to our homes (see para 50). Our submission shows that the City and Regional Councils and Karori Sanctuary Trust have made multiple commitments to protect our views, privacy and security.
7. At the moment, Council enjoy the benefits of the Group maintaining the firebreak Strip, which is at no cost to Council. The Group is willing to negotiate a MoU for the ongoing provision of these maintenance services, potentially widening the scope of the area we maintain to include active control of invasive weeds in the bush buffer area.
8. **Walking Track:** The Group are bemused as to why Council would see benefit in putting in a walking track at the back of resident's houses, when an existing track already exists running along the Zealandia fence line – which in many cases is less than 10 meters from the Strip. The current track was intentionally and strategically positioned as a result of consultation with residents in the 1990s. This existing Zealandia fence line track is already well used by walkers, runners, dog walkers and mountain bikers, as well as Group residents. For track users, despite being in relatively close proximity to urbanisation, the experience is entirely nature focused and peaceful. Takahē and other wildlife can be observed up close though the fence. Users are insulated from domestic noises and the sight of houses and residents.
9. To create another track within metres of this existing track would undermine a solution that already sensitively resolves the needs of residents, public and Zealandia. In doing so, it would place home owners and the public in close proximity creating lesser experiences for everyone. In some cases, due to the constrained nature of the land, the public would be unavoidably forced to within a metre or two of private dwellings. As discussed further below, residents' properties were never built to be secure at the back, as the area behind them was off limits to the public. A track would completely compromise the security and privacy of many of our homes. It would completely contravene repeated Council agreements with us, and past Council resolutions to that effect.
10. Not only would this additional path add no meaningful value, the creation and then maintenance of it would be a cost to Council. Given the steep nature of the sections behind no. 21 and between no. 37 and no. 43, it is even questionable, if a path could be built without extensive earthworks. Due to the increased security and privacy risks to residents, combined with no additional practical value, we do not see the value to Council in pursuing this.

The image on the following page shows the existing Zealandia perimeter track, existing public roads and tracks, property boundaries and Lot 3 boundary. As



can be seen the existing perimeter track really runs close to existing property boundaries, in one case only 4 meters away (as depicted on the second image).







11. **Classification as a Reserve:** The land is historically part of the Karori Reservoir title and was originally established as a firebreak. Section 6.6.2.1 of the Draft Plan states that the Strip is Reserve. It is **not** reserve and has **never** been reserve. The Strip has gone through a succession of owners over the years and is currently owned by the Council in fee simple and is zoned as a conservation site. Importantly public access to the Karori Reservoir was prohibited from between the 1870s and 1992. The Group formally oppose its reclassification as a Reserve unless and until all issues relating to its use have been resolved between the Group, Council and Zealandia.

## The 2004 Plan and our submission

12. The 2004 Outer Green Belt Management Plan states that:

*This land bordering Versailles Street has been the subject of discussion as to its best use and status. As public land purchased for sanctuary purposes by Wellington City Council, it should be protected. However, it has been maintained and used in common by Versailles Street residents for many years as an open green strip bordering 10 or more houses on the eastern side of the street. The present title boundary runs very close to some of these houses and the area may not work well as a reserve without some rationalisation of this boundary and clear definition of its use and management. The land provides excellent views of the valley and should be retained for public enjoyment and as a buffer to the Sanctuary.*

with the action to:

*Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest in the land*

13. However since 2004, the Council has made no effort to “resolve issues” and no consultation with adjoining residents has occurred (discussed further below).

14. Our submission is that we should go back to the 2004 plan, which recognises the mutual benefit to Council, residents and the wider public of the current uses of the Strip. We would further like to meet with Council officers and representatives from Zealandia in good faith to finally resolve these issues. This is consistent with the Council's own commitment in the Draft Plan to "promote co-operation between the Council, neighbours, stakeholders and the community in regard to managing the Outer Green Belt".
15. Accordingly, the Group's submission is that:
- Provisions in the Draft Plan relating to the Versailles Street Strip revert to the wording currently in the 2004 Plan.
  - The City Council, Zealandia and our group acknowledge the extensive history of this matter and seek to resolve the ongoing use and maintenance of the Versailles Street Strip by residents and the public in a mutually acceptable manner.
  - The Council acknowledges the need to maintain the existing firebreak.
  - The Council reconfirm its previous commitments to protect the privacy, security and views of residents.
  - Until the ongoing use is resolved, the Versailles Street Strip not be reclassified as reserve.
16. We have given considerable thought to potential options to resolve these issues in a way that meets the purposes and objectives of the Draft Plan but also respects our longstanding interest in the Strip and addresses our concerns.

Potential options could include:

### Memorandum of Understanding (MoU) with City Council

17. The Group would be prepared to enter into a MoU (or similar arrangement) with the City Council. This would formalise our relationship and each of our responsibilities and obligations. Terms could include:
- a. Ongoing maintenance by residents.
  - b. Potential planting/revegetation in the widest areas of the Strip that does not impact on existing views.
  - c. Public access is not prevented, but at the same time not encouraged due to the privacy and security concerns already outlined. We note that the topography of the Strip does make public access difficult.
  - d. Views, privacy, security and sense of community are maintained.
  - e. In return, residents actively remove weed species from the bush strip beside the Sanctuary (i.e. take on a greater responsibility for maintenance than just removing gorse and mowing).
  - f. Ensuring the purpose and objectives of the Draft Plan are met.
  - g. Commitments regarding removal and ongoing management of genuine encroachments.

18. The potential outcome of such an arrangement provides considerable benefit to Council. Residents would actively improve the ecology of the bush surrounding Zealandia to a level greater than Council could achieve with its own resources. The Council avoids any ongoing maintenance cost other than supplying some appropriate plants. The residents are likely to be supported by Karori Kaitiaki Inc. (KAKA), Karori's recently established environmental restoration group. The purpose represents a permanent solution which would achieve the purpose, objectives and policies of the Draft Plan and be acceptable to residents.

### Encroachments

19. The Group are prepared to work with the City Council to resolve the genuine encroachments on the Strip in a mutually acceptable way. For example, those residents with genuine encroachments could commit to either removing them (within a reasonable time frame) and/or enter into a formal licence arrangement with the City Council. Such arrangements could be consistent with policies in the Draft Plan.
20. We are also prepared to ensure that no new genuine encroachments occur. A partnership between us and the City Council will ensure that these issues can be resolved in a timely and respectful manner.
21. Council has specifically determined that mowing and garden beautification do not constitute 'encroachments'. According to the Town Belt Management Plan, approved just last year (2018), Policy 9.6.8.20 says:
22. *'Botanical enhancements: These are small areas of land that are maintained and/or enhanced by a neighbour through planting or vegetation management in keeping with the Town Belt 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.'*
23. It is worth mentioning here that Council actively encourages and relies on many thousands of residents mowing and maintaining road reserve, and does not consider these to be encroachments. That is clearly a reflection that Council simply does not have the resources to undertake this work. We suspect it would be similarly unable to resource managing the Strip, or the adjacent bush buffer.

### Reclassification of the Strip

24. The Draft Plan also proposes to reclassify the land as Scenic B reserve. The Group strongly oppose reserve classification at this point until issues have been resolved, and Council has fulfilled its longstanding undertakings.

### Sale and Purchase of all or part of the Strip to residents

25. As can be seen from the history in Appendix A, this is an option which has been considered by Council on a number of occasions in the past. On one occasion, formal offers were made but could not be accepted because the Council didn't own the land at the time it made the offer.

26. The residents would be prepared to again consider a sale and purchase arrangement over some or all of the Strip. This could be done in a way that continues to ensure the Strip is kept as open space and not built on.
27. For example, some form of communal ownership with restrictive covenants could provide a mutually acceptable outcome. The Strip could be held communally by neighbouring residents and would not be able to be built on or developed. It could remain with Conservation site zoning. Such an option would be in keeping with the principles of previous Council resolutions in 1998, though the arbitrary 5 metres should be replaced by the width of the Strip less any agreed planting area.
28. The outcomes for the City Council is that it would receive money to reinvest in acquiring land (there are some worthy candidates in the area). The Strip would be maintained in accordance with a MoU (or similar arrangement) and restrictive covenants so that it continues to be open space for conservation. Importantly, building or development would be prevented. Ongoing maintenance costs and responsibility for Council are also avoided.
29. It is in the best interests of both our Group and the Council that this long outstanding matter should be resolved once and for all, and to the satisfaction of all parties. For Council this is just a small piece of the Outer Green Belt. For us as residents, the way it is managed is critical to our lifestyle, amenity, privacy and security, sense of street community, and our property values.
30. In what follows, we present detailed evidence of the history of the Strip, the Group's concerns about the Council's proposed changes to the Strip's use, and the lack of consultation from Council. This supports our submission above.

## History of the Strip

### General Background and History

31. The Group has a long history of engaging with the Regional Council and the City Council over issues relating to the Strip. The Group was originally established in the mid-1990s when concerns began to arise about the siting of the Zealandia boundary fence as it pertained to the Strip and the resulting impact on the Group's properties. Key concerns were impact on privacy, security and views.
32. The Group have also been party to proceedings in the Environment Court in 1996 about rules relating to conservation sites in the City Council's district plan and was a member of the original Community Liaison Group for the Karori Wildlife Sanctuary (now Zealandia).
33. Detailed information on the history of the Strip and of the various interactions and dealings with the various Councils over the years can be found in Appendix A. These show that there have been a long series of agreements and resolutions involving the Regional Council, the City Council, and the Sanctuary Trust. All of these agreements recognise and commit to protecting the security, privacy and



views of the Versailles Street residents. A summary is set out in the following paragraphs:

34. The land is historically part of the Karori Reservoir title. The Draft Plan states that the Strip is Reserve. It is **not** reserve and has **never** been reserve. Importantly, public access to the Karori Reservoir was prohibited from between the 1870s and 1992.
35. It was originally established as a firebreak when the houses in Versailles Street were built during the early 1960s. At that time the whole area was cleared. We attach a photo from the time of initial development as part of Appendix A. The Strip remains as a 'gorse lawn' and it continues to be maintained as open space by the residents today.
36. Residents have never prevented public access onto the Strip, although we acknowledge that the topography of the site does make public access difficult, and public access would significantly adversely impact on our collective privacy and security, given the way in which many of our properties are designed (with the assumption that the area was and would remain a public excluded water supply area). Council has also repeatedly recognised the importance of preserving our privacy and security.

## Specific and Extensive History of the Issue

37. As can be seen from this submission, there is an extensive and longstanding history to this matter. We support the Council's desire to resolve this but not in the way proposed in the Draft Plan which has been put forward without genuine consultation with us.

## Resident maintenance has provided mutual benefit

38. The Draft Plan makes no mention or acknowledgment of the maintenance activities that have been carried out over the years with the full knowledge (and, in the case of the Regional Council, full permission) of the various landowners.
39. These activities provide mutual benefit (as was acknowledged by the Regional Council). As residents, we have benefited from the open space that adjoins our land but, at the same time, the Council has not had to maintain or expend any money in relation to a piece of its land for over 58 years. We estimate the benefit in dollar terms to the Council to be in the vicinity of \$600,000.

## Agreement with WRC transferred to WCC

40. The Group's use and maintenance activities was the subject of an agreement with the Regional Council. Clear evidence of this can be found in a report to the Utilities Services Committee of the Wellington Regional Council dated 7 March 1997. The relevant excerpt states:

*"The boundary is not fenced behind a number of properties on Versailles Street and Messines Road. House owners have historically made use of the land directly behind their properties to varying degrees. The "encroachments" have occurred for many years, certainly since the land was transferred to the Wellington Regional Water Board. **There was an agreement that the use and maintenance of the land by adjoining property owners meant***

***that the Council (or Water Board) did not have to control vegetation growth in these areas and therefore provided mutual benefit.”<sup>1</sup>***

41. The same report concluded with a series of recommendations regarding the proposed transfer of the Karori Reservoir catchment to the City Council at no cost, but subject to conditions. One such condition was that “the land should be transferred subject to all existing lease, licences and agreements.”
42. The City Council accepted the transfer subject to this condition. Resolutions of the Council in January 1998 included a specific condition of transfer to “[resolve] the boundary encroachments areas by Wellington City Council **in accordance with any Wellington Regional Council commitments**”.
43. Our agreement with the Regional Council was one of the agreements to which the transfer of land was subject. Furthermore, the Council has previously undertaken to resolve “boundary encroachment areas” in accordance with any Wellington Regional Council commitments. Our agreement with the Regional Council is the commitment to which this resolution refers.
44. Despite the change of ownership, the residents have continued to perform their maintenance obligations, and enjoyed the benefit of their usage rights, under this agreement.

## The Group’s Concerns

The Group have the following concerns with the proposed changes to the Strip in the Draft Plan:

### Impact on the Sense of Community

45. For our community, the Strip is much more than a physical location. It is a place where bonds among neighbours are strengthened, and where a sense of belonging is fostered. It is part of our community identity.
46. Residents of Versailles Street hold an annual barbecue on the Strip, inviting all households living on the street and not just those in the Group. Bringing the neighbourhood together regularly in a common space near our houses has strengthened the sense of community and enabled us all to get to know each other better.
47. There are a number of families whose houses back onto the Strip. The neighbourhood children freely roam across this area to visit each other’s houses. Parents feel a sense of comfort that their children are safe and have a good knowledge of their neighbours, without the need to navigate driveways or cross roads. This adds to our sense of community and embodies the saying ‘it takes a village to raise a child’.

48. Goal 1 of the Wellington City Council's 'Wellington Resilience Strategy' (2017) is 'People are connected, empowered and feel part of a community' (p41)  
<https://wellington.govt.nz/about-wellington/wellington-resilience-strategy>
49. The Resilience Strategy also says 'Our connections in the community provide us with informal support and shared resources, such as locally grown food, car-pooling options, and opportunities to socialise'. This is exactly what the Strip provides our community with. The options proposed in the Draft Plan puts this sense of community at risk.

## Loss of Sunlight

50. Potential loss of sunlight as a result of revegetation is a concern for the Group. Many properties have been purchased based on the amount of sunlight they receive, keeping properties dry and warm and subsequently preventing dampness. Sunlight and warmth is highly valued in the Group's homes on the Strip. Further vegetation would compromise the amount of sunlight the properties attract and this seems detrimental and contrary to what is currently promoted about health issues caused by damp/cold housing. The Group believes that the loss of sunlight will have a significant negative impact on their properties which should be seriously considered before any plans for revegetation are imposed.

The images on the following page show a depiction of the impact that a loss of light due to revegetation would have.



## Increased Fire Risk

51. The Group's homes are adjacent to the top of a very steep slope that is densely forested. In extreme conditions that forest could burn. The steepness of the slope means a fire would move quickly. For situations like ours, with adjacent

steep forested slopes, Fire and Emergency New Zealand<sup>2</sup> recommend that a distance of 10 to 30 metres be left clear as a firebreak (discussed further in Appendix B). The maximum width of the mowed area of the Strip is about 26 metres. As the owner of the adjoining land (Zealandia), the Council have a moral and legal duty to residents to mitigate, rather than add to, fire risk. A clear area acts as a defensible zone from which fire fighters can access a fire.

52. With the increased risks posed from Climate Change, we expect to experience more extreme weather events. These will present themselves as periods of intense downpours and flooding and as extended periods of low or no rainfall. As a C40 Council signatory, Wellington City Council acknowledge the increased risks posed by Climate Change. Following the recent 2019 bush/forest fires encountered in the Nelson Region, Otago Region and Canterbury Region, the Group are very concerned about losing the existing firebreak. It is there for a very good purpose.

53. The Group are also concerned at the proposed revegetation of the Strip and the apparent naivety from Council that planting of natives would act as an equivalent to a firebreak.

54. In a response to a request for official information the Council has advised:

*There is added benefit from planting fire resistant species such as Myoporum laetum, Phormium cookianum, Griselinia littoralis, Pseudopanax spp, Fuchsia excorticata, Piper excelsum, Coprosma spp, Hebe stricta, Pittosporum spp, Melicytus ramiflorus, Aristotelia serrata. There is a list of approx. 40 species which are considered fire retardant or have low flammability that occur naturally in the Wellington area.*

55. This is a misinterpretation of the scientific research on this issue.<sup>3</sup> While some native species are more flammable than some introduced species, the cited research papers all include the caution, that there is no such thing as a fireproof plant. The critical factor in any wild fire is how much fuel there is available to the fire as it spreads. The existing firebreak of mown grass (and mown gorse) would leave little fuel in the path of a wild fire burning up the heavily forested slope adjacent the Strip. In terms of minimising the risks of fire, maintaining the Strip as a firebreak is the safest option.

<sup>2</sup> The link is: <https://fireandemergency.nz/at-home/rural-home-fire-safety-checklist/>

<sup>3</sup> Two Rural/Urban Interface fires in the Wellington suburb of Karori: assessment of associated burning conditions and fire control strategies, LG. Fogerty, FRI Bulletin No 197, 1996: <https://scion.contentdm.oclc.org/digital/collection/p20044coll13/id/18/>  
A Flammability Guide for Some Common New Zealand Native Tree and Shrub Species, New Zealand Fire Service Commission Research Report Number 20, November 2001: <https://fireandemergency.nz/assets/Documents/Research-and-reports/Report-20-A-Flammability-Guide-for-Some-Common-New-Zealand-Native-Tree-and-Shrub-Species.PDF>; A quantitative assessment of shoot flammability for 60 tree and shrub species supports rankings based on expert opinion <https://researcharchive.lincoln.ac.nz/bitstream/handle/10182/6884/WF15047.pdf;sequence=1>



## Impact on Security and Privacy

56. There was no expectation that the Reservoir or the Strip would be opened to public recreational use at the time the homes were built (1961 to 1964). The design and location of the houses along the Strip were therefore undertaken without any anticipation of public access along their rear boundaries. It is a very narrow section of land in places. Houses along the Strip feature lounges and bedrooms with large windows looking out over the Strip. Agreeing to a walking track just a few metres away would compromise the privacy and security of residents. At least one resident is a single woman living on their own.
57. Extracts from the Sanctuary Establishment Trust Report recommendations in relation to Versailles Street approved by the City Council Culture and Recreation Committee (paras 84-89), show the City Council previously accepted that protection of views, privacy, security and amenity value are important.
58. Any potential solutions to address privacy and security, for example, the creation of a fence between the potential future walking track and residents' homes, would also not be feasible or desirable. A fence would be a cost to Council. In addition, to protect privacy and security, the fence would need to be quite high. This would impede the views of residents, which the Council has already acknowledged is important. The narrowness of some sections of the Strip would also impact on the feasibility of a fence or a row of trees between the walking track and property boundaries. For example, behind number 39, the Strip is only approximately 4 metres wide between the property boundary and where the ground slopes steeply down to the existing Zealandia fence line walking track.

## Impact on Property Values

59. A valuation has been undertaken by a local real estate agent who knows the neighbourhood and area well and has been selling in the area for many years.
60. An appraisal was conducted based on the possibility of a walking track and /or fence/planting up to the boundary. These would likely compromise the view, privacy, security and sunlight, all of which would significantly impact the value of all properties on the Strip.
61. All of the residents in the Group purchased with the current situation in place. In some cases that went back to the 1970s. In all cases there was no expectation of Council moving goalposts agreed during the 1990s and acknowledged in the 2004 Outer Green Belt Management Plan.
62. Initial advice from Real Estate agents is that privacy, security, sun, view and fire safety loss would correspond to a drop of 15% to 20% in the value of properties. This represents a market value loss of between \$180,000 – \$300,000. Some properties would be more impacted than others but almost all would be affected.

## Loss of Views

63. The Group regard views as a really important part of our enjoyment of the Strip. The current District Plan does not protect views per se other than specified view shafts from public spaces. However it does limit building heights which often protects views from buildings behind and further up a hill. The District Plan and Resource Management Act also consider amenity values which includes views.

Views are also a very important consideration of property value. Part 6 of the Property Law Act 2007 gives landowners the ability to seek a Court order requiring another landowner to remove or trim any tree, shrub or plant. The Court will consider whether the order is necessary to remove, prevent, or prevent the recurrence of, among other things:

- an undue obstruction of a view;
- an undue interference with the use or enjoyment of the applicant's land by reason of the fall of leaves, flowers, fruit, or branches, or shade or interference with access to light; or
- an undue interference with any drain or gutter on the applicant's land, by reason of its obstruction by fallen leaves, flowers, fruit, or branches, or by the root system of a tree;

64. All of these things could reasonably be expected to occur should the Council revegetate the Strip. Landowners, when considering retaining existing trees must consider the impact of views on their neighbours. How much more so when thinking about putting in vegetation which isn't currently there?

65. Our views are a really important part of the amenity we enjoy as homeowners. For some of us that includes the harbour, parts of the city, and the Orongorongo and Tararua Ranges. For some of us it is the wide sweeping views across the Sanctuary valley to Hawkins Hill and beyond. The views provide a sense of openness and a connection to the wider city and harbour. The Group enjoy seeing shipping activity on the harbour, aircraft coming and leaving, and the city's fireworks displays.

## Consultation and the Council's approach

66. The Group commend the overall purposes and objectives of the Draft Plan. As a Group, we love the vibrant native birdlife that surrounds us given our location. Many of us are members of Zealandia and take great pride in the benefit it provides to us and our city.

67. However, at the same time, we do not consider that rigid application of parts of the policy, as seems to be the case in relation to the Strip, is necessary to meet the purposes and objectives.

68. In particular, we note:

- a. One of the three main purposes of the Draft Plan is to "promote co-operation between the Council, neighbours, stakeholders and the community in regard to managing the Outer Green Belt". The Council's approach to the Strip is not in keeping with this purpose. However, reverting back to the wording in the 2004 Plan and then making a genuine effort to resolve the outstanding issues would be.
- b. The Draft Plan openly admits that there are separate site-specific plans that have been developed to address complex site issues and objectives requiring more detailed planning. Therefore, there is precedent for different applications of the Draft Plan depending on site-specific characteristics.

- c. One of the guiding principles is that “community participation in managing the Outer Green Belt is enabled and supported”. This is exactly what we have been doing for the last 58 years.
- d. The Draft Plan contains, as one of its objectives, “to enhance existing values through land management partnership with adjacent land owners”. There are numerous policies relating to community partnership (section 4.6.2.2) and partnership with neighbours (section 4.6.2.3). We are more than willing to partner with the City Council in relation to the ongoing management of the Strip.
- e. The Draft Plan contains a policy to “use leases, licences and easements where necessary to facilitate appropriate use and good management of reserve land”. Such arrangements could provide useful mechanisms to formalise resident use of the Strip and/or resolve existing genuine encroachments.
- f. The ongoing use of the Strip as a fire break can be supported by the policies relating to management of fire risk.

### Lack of consultation from Council

69. In the 13 December 2018 report about the 2019 draft plan, Councillors were advised that officers had “comprehensively reviewed the 2004 plan” and had “undertaken community engagement to inform the plan review.” That “engagement” did not include our Group. Despite the “action” stated in the 2004 Plan, there was also no contact at all made by Council in developing the Draft Plan.
70. On 13 December 2018, Wellington City Councillors were provided with an Engagement Report.<sup>4</sup> Part 3.2.2 of that report advised that landowners within the concept area were to be advised about green belt values by early engagement, seeking comments on issues and opportunities they have identified over the years. Although members of our Group are landowners within the concept area of the 2004 management plan, we were not contacted as part of the preparation of this report.
71. The engagement principles that were to be followed included the following:
  - A commitment to open and honest communication;
  - Provision of regular and relevant information;
  - Views received in feedback were to be taken into account; and
  - Every effort to be made to resolve issues in a proactive, timely and appropriate manner that is flexible and adaptable if required.<sup>5</sup>

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<sup>4</sup> *Engagement Report | Outer Green Belt Management Plan Review, Attachment 3, December 2018*

<sup>5</sup> *Engagement Report, p 25*



72. In describing partnerships with neighbouring property owners the 13 December 2018 report states, “The principle of being ‘good neighbours’ is also emphasised as the basis for managing potential boundary issues.”<sup>6</sup>
73. It has been the experience of our Group that the Council’s actions have not matched its words. The failure of anyone from the Council to contact us during the development of the plan has two plausible explanations. Either the officers overlooked our long outstanding issues or else they deliberately did not contact us. Either way it was not consistent with the principle of being a good neighbour.
74. We are concerned that the Council’s stated intentions in the Draft Plan are not in good faith given the lack of consultation and discussion contemplated by the 2004 Plan and the longstanding history of use and maintenance of the Strip. We are also concerned that statements made to us by Council officials indicate that the final decision on this aspect of the Draft 2019 Plan is a fait accompli. If correct, such an approach is also not in keeping with the legal requirements for effective consultation.

### General Observations

75. The Group note that our concerns about the Draft Plan are not unique. Similar instances of Councils around the country seeking to unilaterally resolve long-standing uses of Council land have been prominent in the media recently. Examples include the Taylors Mistake baches in Christchurch<sup>7</sup> and maintenance activities around the Te Whau Pathway<sup>8</sup> in Auckland.

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<sup>6</sup> *Draft Outer Green Belt Management Plan*, Report to City Strategy Committee 13 December 2018, para 51, page 13.

<sup>7</sup> <https://www.stuff.co.nz/the-press/news/110496241/taylors-mistake-owners-plead-for-baches-to-remain-another-100-years>

<sup>8</sup> <https://www.stuff.co.nz/auckland/111027977/elderly-auckland-couple-told-to-pay-1800-fee-to-clean-up-public-park>

## Appendix A - History

### Versailles Street

76. The first house on Versailles Street was built in 1961 and the remaining houses were constructed over the next decade, most in the early years of the 1960s. As can be seen from this 1960 photo taken from the top of Wright's Hill, Versailles Street was bulldozed so that the future houses on the eastern (top) side would all be sited towards the rear of their sections so as to be nearly on the same level as the Strip and, in many cases, built close to, or in one case touching, the rear boundary.



**Figure 1. Versailles Street from Wrights Hill 1960**

77. The original plans for the Versailles Street development include the Strip and show that it was to be maintained as a fire break. The residents' ongoing maintenance of it ensures that it continues to perform this function.
78. The houses on the Eastern side of Versailles Street were clearly designed to interact with, and have access onto, the Strip. They are all sited towards the rear of their sections so as to be on the same level as the Strip and, in many cases, built close to, or in one case touching, the rear boundary. Given this, if resident use of the Strip is prevented, some residents will have little to no usable flat land given the steep topography of the location.
79. The design and location of the houses was presumably done without any anticipation of public access along their rear boundaries. At the time of the houses' construction, the lower part of the Karori Reservoir (the part adjacent to Versailles Street) had been completely closed to the public for around 90 years, and the upper part for around 60 years. There was no expectation that the Reservoir or the Strip would be opened to public recreational use at the time the Group's houses were built.

80. Consequently, many houses were designed with large windows, low to the ground, facing onto the Strip. There is minimal security from the rear and none of the properties are fenced.
81. This and other photos of the time also clearly illustrate that the only vegetation in the area was grass and a significant amount of gorse.

## Wider History

82. The development of the valley where Zealandia is now located is recorded in a Greater Wellington Regional Council history.<sup>9</sup> The lower dam was completed in 1878 and the upper dam in 1908.
83. Before 1973 the Land was owned and operated by the Wellington City Council through its Wellington City and Suburban Water Supply Board. On 1 March 1973, the land was vested in the Wellington Regional Water Board.<sup>10</sup> The land and functions of the Water Board were in turn transferred to the Wellington Regional Council when the Council was established in 1980.<sup>11</sup>

## Zealandia

84. The Karori Sanctuary Trust was established in 1995 after the water reservoir operations were discontinued. Its management plan for the valley was approved in January 1998. The trust entered into a 30-year renewable lease with the City Council in 1999.
85. The Sanctuary Steering Committee undertook extensive feasibility work from June 1993 including citywide consultation during 1994 to establish whether there was public support for establishing a sanctuary, or whether the reservoir would become an open, unfenced bush reserve. Submissions were open from 1 September to 17 October 1994. 1,840 submissions were received. As part of that feasibility work the Steering Committee looked at fence location.
86. The Group became involved when it became apparent that the initial proposal was for the perimeter fence to run through the middle of the Strip. The impact on views and privacy and security would have been severe and adverse. There was extensive dialogue between the Steering Committee and the Group. Hill and Knowlton, acting as public relations consultants for the Steering Committee noted the importance of good neighbour relations to the project. Neighbours were described as 'Valued Partners'.
87. After initial discussions with the Karori Sanctuary Trust, the Regional Council and the City Council agreed that there were three possibilities for the location of the fence: Plan "A" along the middle of the Strip, Plan "B" along the outer edge of the Strip and Plan "C" slightly down the hill from the edge of the Strip. Both Plans A and B would have had severe adverse effects on residents and would undoubtedly have faced strong opposition through the resource management

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<sup>9</sup>Our Water History on Tap, Greater Wellington Regional Council, 2007:

<http://www.gw.govt.nz/history-of-our-water-supply/>

<sup>10</sup> Wellington Regional Water Board Act 1972, s 105

<sup>11</sup> The Wellington Region Constitution Order 1980 (*Gazette* 1980, p 1618), clause 7.

process. Following input from our Group, Plan C was ultimately adopted. That protected residents' views and privacy and security.

88. On 6 December 1994, the Culture and Recreation Committee of the City Council received the report and approved the Wildlife Sanctuary proposal. The Steering Committee had originally considered placing the fence along the Strip. Council resolved that would not happen because of the impacts on privacy and views. Its relevant resolutions to the City Council in relation to Versailles Street were:

Resolution 2 (b) (iii) *'The concerns of boundary residents on the impact of the fence on their views and privacy can largely be addressed.'* and

Resolution 2 (b) (xii) *'That the Karori Reservoir Sanctuary Trust shall note the recommendations made by the Steering Committee as reported in paragraph 5.7.2 of the Summary of Oral and Written Submissions of 29 November 1994 and shall ensure that each is incorporated in the management plan for the Karori Reservoir Sanctuary. In particular, it shall ensure that the fence line does not impede the views from the lounges of the properties Versailles Street adjacent to the strip.'*

89. Paragraph 5.7.2 follows and includes:

- Protecting the amenity value of the Strip;
- Preserving, or if possible improving views
- Keeping the Sanctuary boundary closed from the Scout Den to the lower dam;
- Restoring and beautifying any areas damaged by construction of the fence.



#### 5.7.2. Versailles Street

**Explanation:** Approximately 13 properties on Versailles Street back onto the Reservoir boundary along an area known as "The Strip". These properties enjoy relatively uninterrupted city, bush and harbour views across the strip which is part of the Reservoir but is jointly maintained by residents. They are concerned that the fence, if placed along the top of the strip, would destroy their views and reduce their property values. They are also concerned that construction of the fence and maintenance road will give the public access to the strip over which they currently have private use of.

**Discussion:** Extensive discussions have been held with this group and assurances given on some issues. They include;

1. Every effort would be made to maintain the amenity value of "the strip".
2. Every effort would be made to preserve, or if possible improve, views.
3. The Steering Committee would recommend to the Trust that the boundary, from the Scout Hall to the lower dam face, be closed to the public and ways would be investigated to achieve this.
4. Areas damaged by fence construction would be restored and beautified by the sanctuary managers.

With regard to the fenceline the residents group have identified an arrangement

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which would be acceptable to them. It involves lowering the fence approximately 8 to 10 meters down slope from "the Strip" to provide a vegetation barrier between the fence and the Strip. This alignment would involve considerable bush clearance and a greater degree of slope stabilisation and maintenance. The exact placement of the fence relies on a number of slope stability and drainage issues and will need to be carefully surveyed. This was outside the scope of the Feasibility Study process but will be addressed once a Trust is formed.

**Conclusion:** It is felt that all the concerns of this group can be met. Final resolution rests on agreement of the precise positioning of the fenceline.

#### 5.7.3. Highbury Ridge

**Explanation:**

Approximately 13 properties at the top end of Highbury Road share a joint title to a legal right of way which is formed on part of the Reservoir. This group is concerned that their right to use this access road may be affected by development of the sanctuary, and also that the public might expect access along it. They also have concerns about the visual impact of the fence and damage during fence construction

### Figure 2. Copy of agreement for fence and buffer.

90. As can be seen from the above extracts, the City Council and Karori Sanctuary have previously accepted that protection of views, privacy, security and amenity value are important. Because the fence was ultimately constructed where it is, privacy and security were able to be maintained by having public access being alongside the fence which runs below a steep bank topped by fairly dense low regenerating bush. Views were similarly protected by the choice of fence location.

91. Karori Reservoir was owned by Wellington Regional Council until 2004. In May 1994 Wellington Regional Council's Operations Committee resolved that:

*'The concerns of the residents neighbouring the Reservoir and the assurances of the Steering Committee that the fence line will be built in a way that is satisfactory to all parties be noted.'*



92. The City Council then leased the Reservoir to Karori Reservoir Wildlife Sanctuary Trust. On 6 July 1995, the date of the Trust's founding, MOU agreements were signed between the Regional Council and City Council and between the City Council and Sanctuary Trust. A 'Special Condition' required by the Regional Council was that the City Council would oversee the development of a Management Plan by the Trust. In respect of the Group's issue the Special Condition, included the following:

*'It is agreed by the parties that the Management Plan shall specify:*

*(viii) Matters of resolution regarding the concerns of neighbours about views and access issues.'*

93. The Agreement included the resolution of the Regional Council above that referenced the concerns of the residents neighbouring the Reservoir and the City Council's December 1994 agreement stating that it:

*'Agreed to address the concerns of boundary residents on the impact of the fence on their views and privacy.'*

94. The Deed of Lease between Wellington Regional Council (Lessor) and Wellington City Council (Lessee) dated 4 August 1995 included the expanded obligation on the City Council and Sanctuary Trust that 'it is agreed by the parties that the Management Plan shall specify:'

*'(viii) Matters of resolution regarding the concerns of neighbours about views, access boundaries and easement issues.'*

95. The Sanctuary Trust acting on these obligations developed and in 1997 formally consulted on a Management Plan for the Reservoir title. There are several sections of the Management Plan which are relevant to Versailles Street. The Sanctuary Management Plan remains current and has not yet been replaced.

96. 7.1.12 Fires and fire control notes that *'Fire is a major threat to the integrity of the Sanctuary.'* Subsection (5) notes *'The perimeter track will continue to be managed as a fire break to ensure the safety of the valley from adjacent scrub fires.'* Obviously we do not want to be any more 'adjacent' to potential scrub fires either.

97. 7.2.2 Perimeter Track and Predator Fence says that (8) *'Residents whose properties lie adjacent to the new track will be consulted on the exact location of the track and every effort will be taken by the Sanctuary Trust to minimise the impact of this work on local residents.'*

98. 7.4 Community Involvement and Liaison discusses the establishment and membership on a community liaison group including residents from each of the neighbouring streets. The group was to meet before and after every significant stage of the development of the Sanctuary. While the Draft Outer Green Belt Management Plan is the Council's document rather than Zealandia's, adopting the same principle would have been desirable.

99. The Resource Consent for establishing the Karori Wildlife Sanctuary was granted in January 1998.<sup>12</sup> Paragraph 13 of the Schedule to that consent required the Trust to establish a community liaison group that included a representative from our Group and was to meet when there was any material development in the Reservoir area. Its purpose was to keep the various parties informed and comment upon and work through issues that affected them.

100. Once the Sanctuary plan had its resource consent the City Council began the process of transferring the reservoir land from the Regional Council to the City Council. By a resolution agreed to in January 1998 the City Council:

*Approve[d] the transfer of 249 hectares of land (approximately) from Wellington Regional Council to Wellington City Council and in accordance with a Heads of Agreement based upon the following conditions, ...*

*(iv) Resolution of the boundary encroachment areas by the Wellington City Council **in accordance with any Regional Council commitments.***

101. This resolution committed the City Council to resolve boundary encroachment issues “in accordance with any Regional Council commitments.” One such commitment was the agreement between the Regional Council and Landowners regarding the use and maintenance of the land (referred to above).

102. Throughout 1998, there were various meetings and discussions between the City Council and residents regarding the Strip. Eventually, the City Council resolved on 30 September 1998 to:

*“retain the majority of land on the western border of the Karori Reservoir area for open space purposes and to grant an option to purchase a five metre strip of land (in front of numbers 21-37 Versailles Street) to the adjoining residents.”<sup>13</sup>*

103. Leaving aside the arbitrary nature of the 5 metres, the potential for sale under mutually acceptable conditions (price, collective ownership, MOU preventing structures) could have been a solution. However, the resolution could not be enacted as it was proposed as a 6 month option and the City Council did not then own the land, and in fact did not own it until 2004, six years later.

104. The agreement was in respect of “Area A” and the “Area B” together with the “Remaining Flat Area” shown in Figure 3 correspond to parts of the strips of land identified on page 14 and 15 of the “Proposed Reserves Classification | OGBMP” (Lots 3 and 4 of DP 313319, CT 52415 and 52416.) The provisions of that resolution relevant to this submission are paragraphs (b), (d) and (f):

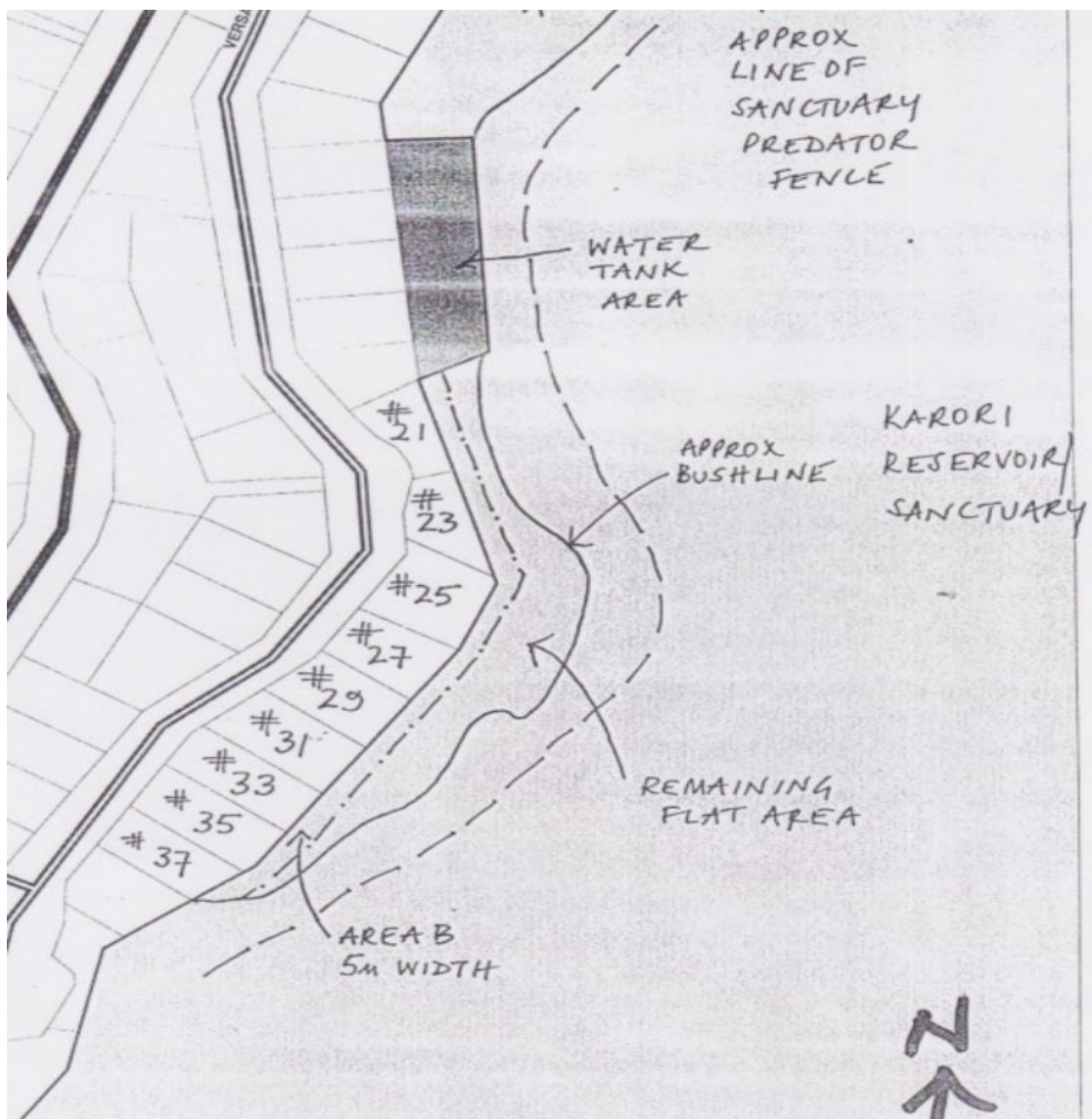
- Area “A” (not shown in Figure 3) was to be retained as an essential open space and for water supply but may be developed in future to provide neighbourhood park facilities;

<sup>12</sup> Application for Resource Consents by the Karori Wildlife Sanctuary Trust Inc. Decision of Independent Commissioners, SR No. 34961, Doc 96185, 13 January 1998.

<sup>13</sup> Letter to “the Owner/Occupier” dated 6 October 1998 from Pippa Player, Senior Asset Planner, Land and Property

- Illegal use of access to area “A” was to be actively discouraged, but officers were to explore with adjoining owners how the adjoining owners might participate in maintaining and managing the area;
- Owners of numbers 21 to 37 Versailles Street were to be given an option for six months from 31 March 1999 to purchase area “B” to be held jointly under conservation site zoning;
- If the option was not taken up, area “B” was to be held and managed by the council for open space purposes as a part of the Sanctuary management area.
- The fate of the “remaining flat area” shown in Plan 1 is not directly stated, but by default covered by paragraph (a) of the resolution:

*“... that that part of the land not required for maintenance of the predator proof fence and perimeter track ... is retained for reserve purposes and leased to the Karori Wildlife Sanctuary Trust for management.”*



**Fig 3. Map of 5 metre area “B”**



105. The Strip was specifically included in the 2004 Outer Green Belt Management Plan and included the action reference in Paragraph 11, to “*Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community’s interest in the land.*” The consistent point is that there have been a long series of agreements and resolutions involving the Regional Council, the City Council, and the Sanctuary Trust. All of these agreements recognise and commit to protecting the security, privacy and views of the Versailles street residents.
106. Despite this, the City Council has made no effort to “resolve issues” and no consultation with adjoining residents in the 15 years since the 2004 Plan was adopted has occurred. This remained the case right up to the release of the Draft Plan in early 2019.

## Appendix B – Fire Risks

### Fire Protection

107. The Group’s homes are adjacent to the top of a very steep slope that is densely forested. In extreme conditions that forest could burn. The steepness of the slope means a fire would move quickly. For situations like ours, with adjacent steep forested slopes, Fire and Emergency New Zealand<sup>14</sup> recommend that a distance of 10 to 30 metres be left clear as a firebreak, as shown in Figure 4. The maximum width of the mowed area of the Strip is about 26 metres. As the owner of the adjoining land (Zealandia), the Council have a moral and legal duty to residents to mitigate, rather than add to, fire risk. A clear area acts as a defensible zone from which fire fighters can access a fire.



**Figure 4. Defensible zones.**

<sup>14</sup> The link is: <https://fireandemergency.nz/at-home/rural-home-fire-safety-checklist/>

108. According to information published by various sources, including the Fire Service, gorse is the most flammable plant in New Zealand. The Strip was created as a fire break. Much of it is actually mowed gorse rather than grass, and the recent lack of maintenance of the area behind number 21 Versailles Street has seen gorse growing very rapidly.
109. History is very relevant in respect of fire. In the early to mid-1990s Karori in particular, and some surrounding suburbs were hit repeatedly by arson.<sup>15</sup> Sometimes several times a week, or even a day, fires were being lit in the bush around our community. The sound of fire engines attending fires was obviously just as frequent. It prompted a local councillor to establish Wellington's first Community Patrol. The Police eventually identified the suspected arsonist, but there was never adequate information to charge them. Ongoing revegetation has seen gorse replaced by less flammable plants which has also assisted. It is important though to note that some native vegetation is also quite flammable. (attached list of plants by order of flammability)
110. Suffice to say, fire is a real issue for Karori. Because our properties are at the top of a hill, fire becomes a bigger issue. We are also in a City Council designated 'high wind zone'. When the fire break was created, gorse would have been the dominant plant over large areas of the hillside below us. While gorse has been largely removed, exacerbating fire risk would be an issue, and Council would have duty of care to residents to address that issue.
111. We have had recent history of the massive fires near Nelson this month (February), and the small fire in bush on Te Ahumairangi Hill. In February 2017's Port hills fires, 2,075 hectares of land were burned and 11 houses destroyed or badly damaged. Tragically helicopter pilot Steve Askin was killed in fighting that fire. Three other people were injured. The fire was only declared officially out after 66 days. It is being recognised that New Zealand is underestimating the risks of urban fire. Climate change and drier summers makes this more an issue. We would hate to see this as a reason to cut down vegetation close to houses, but it is a reason not to exacerbate risk. As noted before, the Group's homes are on the crest of a ridge.
112. Fire risks are discussed in part 4.2.2.6 on page 43 of the Draft plan. Fire risks are to be managed by:
- *"rules in the Rules section<sup>16</sup>;*
  - *planting fire-resistant species in areas of high fire risk;*
  - *informing the public about fire risks and how to avoid causing fires via on-site signs and other visitor information;*
  - *co-ordinating fire management with Fire and Emergency New Zealand."*

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[https://natlib.govt.nz/records/20878726?search%5Bi%5D%5Bprimary\\_collection%5D=Index+New+Zealand&search%5Bpath%5D=items&search%5Btext%5D=New+Zealand+Fire+Service+reports](https://natlib.govt.nz/records/20878726?search%5Bi%5D%5Bprimary_collection%5D=Index+New+Zealand&search%5Bpath%5D=items&search%5Btext%5D=New+Zealand+Fire+Service+reports)

<sup>16</sup> The only relevant rule (5.3.3.1) is no fires except as permitted under a WCC bylaw.

113. The explanation given is:

*“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.”*

114. While fire can “set back ecosystem restoration” it can also put properties and people living in them at the boundaries of the outer green belt at risk, a factor not mentioned in the plan. While there is a mention of the adverse effects of climate change, there is no indication that anything is being done to mitigate the “likely increase in frequency and/or severity of drought conditions”.

115. The 2017 Port Hills fire and the 2019 fire in the Nelson region have raised the awareness of wildfires on the fringes of urban areas. This new awareness and a lack of adequate preparation were the subject of an editorial in the Dominion Post on 7 February. The editorial referred to a paper by fire scientists<sup>17</sup> that concluded with the warning that councils have a key role in ensuring adequate planning takes place to prepare for such disasters before they happen.

116. The Outer Green Belt has not been immune to wild fires. In the 1993/93 fire season two separate wildfires threatened houses on what is now Montgomery Avenue. The fires are documented in a detailed report by the New Zealand Forest Research Institute (now Scion).<sup>18</sup> The situation of those houses shown on the map on page 3 of that report and in the photograph on page 4 is very similar to the situation of the houses of our group – sited at the top of a ridge with Karori on one side and a very steep hill covered in trees and shrubs on the other. There was even a water reservoir near the houses. Residents were asked to evacuate their houses and it was with great difficulty and some risk that the house were saved.

117. On page 11 of this report, in discussing the risk fire fighters exposed themselves to, it is stated that where fuels are continuous, very extreme fires will breach firebreaks with relative ease. It then makes an estimate of how wide a firebreak is needed and suggested a “rule of thumb” of 1.5 times the flame length. In a later paper by the same author<sup>19</sup> applied findings from his continuing

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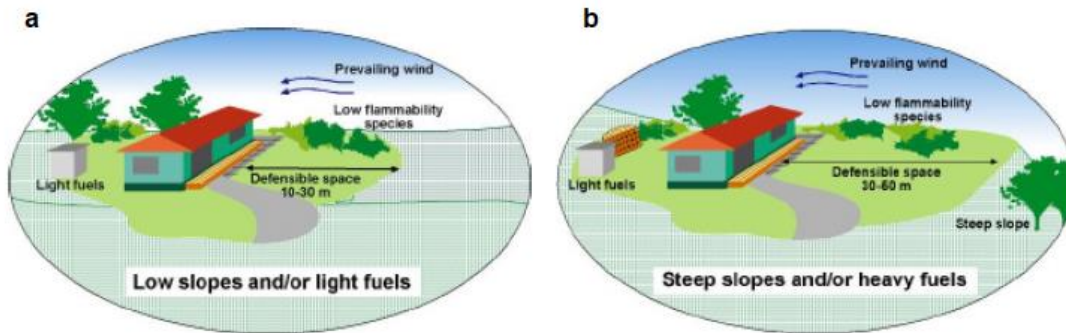
<sup>17</sup> *Wildfire risk awareness, perception and preparedness in the urban fringe in Aotearoa/New Zealand: Public responses to the 2017 Port Hills wildfire*, Australasian Journal of Disaster and Trauma Studies, Vol 22, pp 75 – 84:  
[https://www.researchgate.net/publication/330241479\\_Australasian\\_Journal\\_of\\_Disaster\\_and\\_Trauma\\_Studies\\_Wildfire\\_risk\\_awareness\\_perception\\_and\\_preparedness\\_in\\_the\\_urban\\_fringe\\_in\\_AotearoaNew\\_Zealand\\_Public\\_responses\\_to\\_the\\_2017\\_Port\\_Hills\\_wildfire](https://www.researchgate.net/publication/330241479_Australasian_Journal_of_Disaster_and_Trauma_Studies_Wildfire_risk_awareness_perception_and_preparedness_in_the_urban_fringe_in_AotearoaNew_Zealand_Public_responses_to_the_2017_Port_Hills_wildfire)

<sup>18</sup> *Two Rural/Urban Interface fires in the Wellington suburb of Karori: assessment of associated burning conditions and fire control strategies*, LG. Fogerty, FRI Bulletin No 197, 1996: <https://scion.contentdm.oclc.org/digital/collection/p20044coll13/id/18/>

<sup>19</sup> *A Flammability Guide for Some Common New Zealand Native Tree and Shrub Species*, New Zealand Fire Service Commission Research Report Number 20, November 2001: <https://fireandemergency.nz/assets/Documents/Research-and-reports/Report-20-A-Flammability-Guide-for-Some-Common-New-Zealand-Native-Tree-and-Shrub-Species.PDF>

research produced a list of 42 selected native species and their flammability. Of relevance to the proposal in the Draft Plan to revegetate the Strip, is the caution on page 6 of this report that native plants of low flammability may serve as “green breaks” on moist or fertile sites to reduce a crown fire in an adjacent forest or scrub fire, but under extreme conditions they will burn readily.

118. Figure 2 on the same page depicts defensible space requirements around a house in two situations. Our situation is depicted in “b” and reproduced below.



**Figure 2.** Defensible space requirements around a house in (a) low slopes and/or light fuels, and (b) steep slopes and/or heavy fuels.

119. Our properties are located next to potential defensible spaces directly above a very steep slope that is densely forested. In extreme conditions that forest is likely to burn. The recommended defensible space for our properties is 20 to 60 metres. The maximum width of the mowed area of the Strip is about 26 metres.
120. The effect of the policy recommendation in the Draft Plan is that Green Belt values should come before the fire protection of neighbouring residents. It is our submission that it should be the other way around. The Strip behind the houses from numbers 23 to 37 should remain as a firebreak. And the remainder of the area behind the other houses and along the track next to the perimeter fence should be maintained to remove the gorse, long grass and other highly flammable material.

## Risks associated with Revegetation over maintaining a Firebreak

121. The Group note that the 2019 Draft Plan discusses revegetating the Strip. In a response to a request for official information the Council has advised the following:

*There is added benefit from planting fire resistant species such as Myoporum laetum, Phormium cookianum, Griselinia littoralis, Pseudopanax spp, Fuchsia excorticata, Piper excelsum, Coprosma spp, Hebe stricta, Pittosporum spp, Melicytus ramiflorus, Aristotelia serrata. There is a list of approx. 40 species which are considered fire retardant or have low flammability that occur naturally in the Wellington area.*



122. This is a misinterpretation of the scientific research on this issue.<sup>20</sup> While some native species are more flammable than some introduced species, the cited research papers all include the caution that there is no such thing as a fireproof plant. The critical factor in any wild fire is how much fuel there is available to the fire as it spreads. The existing firebreak of mown grass (and mown gorse) would leave little fuel in the path of a wild fire burning up the heavily forested slope adjacent the Strip. The authors of the third listed paper did a Power Point presentation of their findings. The relevant slide is shown in Figure 5.



So green firebreaks offer potential to help manage fire and, if natives used, improve biodiversity, but...there is no such thing as a fire-proof plant. Given the right conditions (e.g. extreme fire weather), any plant will burn.

**Figure 5. Any plant will burn**

123. The Council's own advice to homeowners next to fire risk areas states: "*The Wellington Region is particularly at risk from vegetation fires. Apart from the fact that the Strip is surrounded by huge areas of gorse and regenerating bush, the*

<sup>20</sup> *Two Rural/Urban Interface fires in the Wellington suburb of Karori: assessment of associated burning conditions and fire control strategies*, L.G. Fogerty, FRI Bulletin No 197, 1996: <https://scion.contentdm.oclc.org/digital/collection/p20044coll13/id/18/>  
*A Flammability Guide for Some Common New Zealand Native Tree and Shrub Species*, New Zealand Fire Service Commission Research Report Number 20, November 2001: <https://fireandemergency.nz/assets/Documents/Research-and-reports/Report-20-A-Flammability-Guide-for-Some-Common-New-Zealand-Native-Tree-and-Shrub-Species.PDF>; *A quantitative assessment of shoot flammability for 60 tree and shrub species supports rankings based on expert opinion*  
<https://researcharchive.lincoln.ac.nz/bitstream/handle/10182/6884/WF15047.pdf;sequence=1>

*region is also being planted in thousands of hectares of pine trees. On top of that, the region has two characteristics that fuel big vegetation fires - steep hillsides and strong winds.*<sup>21</sup> The Strip contains a large proportion of gorse – which is a highly flammable plant – and is at the top of a steep forested hillside within a high wind zone.

124. Should the Council re-vegetate the Strip, the vegetation would be a hazard that could cause a foreseeable risk of harm (by way of fire) to neighbouring property. This would be so even if the Strip were revegetated with “fire-resistant” species. Any revegetation would present a greater risk than what is there currently. If the residents ceased their maintenance activities (or were instructed to do by the Council), it would be a matter of weeks before the gorse grew up to the extent that it would become a significant fire hazard. It is highly unlikely that the Council would have the resources to invest in clearing gorse and carrying out other maintenance activities to the same standard as that currently being done by residents.

## Potential Fire Risk Liability

125. A recent High Court case<sup>22</sup> held that the Gisborne District Council was liable to a neighbour for a fire that began on Council reserve land. The High Court held that the Council had a duty to take reasonable care to remove or mitigate hazards on its land and which could cause a foreseeable risk of harm to a neighbouring property. In this case, the Council breached this duty, and therefore acted negligently, by failing to remove vegetation from a Council reserve that posed a fire risk. The Court awarded the neighbour \$875,254.68 in damages.
126. It did not affect the Council’s liability that the fire was deliberately lit and neither was the Court persuaded that less should be expected of the Council because the land in question was a small piece of the overall reserve land held by the Council. The Court stated *“the Council can be considered to be relatively well resourced and it has the ability to raise finance through rates and other measures. In those circumstances, and particularly where the Council was aware of the fire hazard, I do not accept that less ought to be expected of it.”*
127. Recent fires in Nelson and Wadestown, together with previous historical fires around Karori, demonstrate that fire is a real and foreseeable risk.
128. The Draft Plan states *“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.”* These statements demonstrate that the Council is clearly aware of the fire hazard presented within the Outer Green Belt. The High Court has found that the Council can still be liable for a fire even if it was deliberately lit.
129. The maintenance activities being carried on the Strip by residents clearly reduce the risk of fire and therefore Council’s liability should a fire occur. Gorse has either been removed (by some residents) or is being mowed (by other

<sup>21</sup> <https://wellington.govt.nz/~media/about-wellington/emergency-management/files/scrubfires.pdf?la=en>

<sup>22</sup> Double J Smallwoods Ltd v Gisborne District Council [2017] NZAR 1167

residents). In fact, the residents' maintenance activities are consistent with Council's own advice on managing fire risk. The Council's advice is:<sup>23</sup>

130. *To make a defensible space, an area of 20m from the walls of your house should be:*
  - a) *Lean - minimal amounts of flammable vegetation*
  - b) *Clean - no dead vegetation or other flammable debris, and*
  - c) *Green – plants are healthy and green during the fire season*
131. As is stated earlier in this submission, many of the houses on Versailles Street are sited extremely close to their rear boundary. This means that there is little that residents can do within their own land to reduce the risk of fire. As a result, by mowing the Strip, they have ensured that the Strip contains minimal amounts of flammable vegetation and is cleared of dead vegetation and other flammable debris.
132. The Council suggests using *"low growing herbaceous (non- woody) plants that keep green during the fire season. Herbaceous plants include lawn, clover, ground covers, bedding plants, bulbs, perennial flowers and conservation grasses. Irrigate regularly."*<sup>24</sup> Note that "lawn" is specifically mentioned. This advice is exactly what the Residents' have followed in carrying out their maintaining activities on the Strip.
133. The High Court in Gisborne specifically found that *"Had [the land] been cleared and maintained as mown or line trimmed grass, the Fire would have spread more slowly because the fuel load would have been smaller"* and would likely not have spread as far as it did. The Strip is currently cleared and maintained as mown grass – exactly the situation that the Court found would have reduced both the speed and extent of the Gisborne fire.
134. If a fire were to break out within Zealandia, and spread to our properties, then it would likely be Zealandia who would face liability for that fire. However, the Council would also have liability (and be exposed to an award of exemplary damages) if it had removed a firebreak that would have prevented (or lessened) damage to our properties.

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<sup>23</sup> <https://wellington.govt.nz/~media/about-wellington/emergency-management/files/scrubfires.pdf?la=en>

<sup>24</sup> <https://wellington.govt.nz/~media/about-wellington/emergency-management/files/scrubfires.pdf?la=en>

## Appendix C – Description of the Land

135. The land subject to this Submission is described in the Draft Plan as references 6.2.11, 6.2.4 and 6.2.3. It is in essence parts of the Karori Reservoir title left outside the Sanctuary (Zealandia) predator fence when it was built in 1999. It also includes a water reservoir. From our perspective the land has a range of different characteristics:

- a) There is a bush buffer that runs the length of the area. It ranges in depth from about 5 metres to approximately 40 metres in depth. The bush is regenerating. In some parts there are extensive weed infestations, particularly in the northern area of the buffer. There is also garden weed in some parts. We are prepared to commit to removing these weeds.
- b) Driveway from Messines Road constructed to service Wellington Water reservoir. 133B Messines Road was a former water services house and has a legal right of vehicular access along the driveway. The driveway is well used as a public access to the round the Zealandia fence line track. Numbers 11 and 17 Croydon Street and 3 Versailles Street use the driveway for vehicular access to the rear of their properties. This removes six vehicles from the top end of Croydon Street which is beneficial for traffic safety and movement, particularly given that it is an important bus services ( numbers 21 and 37 and several school bus





services), and is relatively narrow, has a sharp bend in its bus route. There is absolutely no history of vehicle – pedestrian conflict on this driveway.



- c) Vehicular access path (gated) to the reservoir. This is maintained periodically by Wellington Water to allow it service access. A small number of people walk to the reservoir to enjoy the view from there. The vast majority of people opt to walk to the Zealandia fence line track instead.
- d) A limited amount of land to the west of the access route backs onto numbers 5, 7, 9, 11, 15, 17 and 19 Versailles Street. Generally it is topographically separated from the access path which was obviously graded slightly below the crest of the ridge. Neighbouring property owners maintain that land to varying degrees and use it as a sitting / viewing area. Public access to those areas west of / above the access way would have a significant impact on privacy and security for several of these properties.





- e) The land behind number 21 Versailles Street slopes quite steeply down below the reservoir to a band of bush at the bottom of the slope. We understand the grass and gorse here were maintained by Parks and Gardens until recently. The resident of number 21 asked the Council to resume cutting the grass and gorse. The response was to offer to spray the gorse 2 metres out from the boundary and to re-vegetate it with "fire resistant" native shrubs. He was also told that the Council does not now and never has maintained any fire breaks. We think this is a not being a



good neighbour and that it does not meet the requirements of the fire legislation.

- f) The land behind numbers 23,25,27,29,31,33,35 and 37 Versailles Street is generally referred to as 'The Strip'. It was created as a fire break when the Group's houses were built in the early 1960s, when the only vegetation was grass and gorse. It has been maintained by residents in that way ever since, with the explicit or implicit support of successive Councils. The 'lawn' is in fact a mix of grass and large areas of gorse carpet. There has also been some clearance of invasive weeds by the Group in the bush strip in recent years. On the downside there has also been some garden waste dumping over the years. The Strip is used mostly by children living in the street, and is also used for annual street barbeques. The only genuine encroachments on the Strip are one trampoline and a washing line. Several of the houses have large living room /bedroom windows facing the Strip within a couple of metres of it, so privacy and security are critical issues, as Council has long recognised.



- g) Between numbers 37, 39 and 41, the land drops away through an area of advanced regeneration bush. The rear boundaries of numbers 39 and 41 are at or near the inner edge of that bush. The width of the Council owned land above the track is as narrow as 4 metres here, from where it slopes down sharply to the Zealandia fence line, making any proposed track impractical.



- h) Between numbers 41 and 43 the land drops away further. The land narrows behind 43 to about 5 metres in width. The owners have removed weeds, planted and extensively beautified the area. This includes structures (spa pool and trampoline). Number 43's privacy and security would be particularly dramatically compromised by public access in this area as the house is built with large windows almost to ground level within 2 metres of their boundary.



# Submission on the Draft Outer Green Belt Management Plan 2019

**Andy and Ann Foster**

**25 March 2019**

1. We are long term residents of Versailles Street, Karori.
2. This submission is purely on the suggested changes in management of areas 6.2.3, 6.2.4 and 6.2.11, which back onto our street.
3. Andy has already declared a conflict of interest on these matters and will not participate in this part of the Outer Green Belt Management Plan as a councillor.
4. We have participated in, and are in complete support of all aspects of the Versailles Street Residents Group submission.
5. We oppose the wording in the draft Outer Green Belt Management Plan ('the draft Plan') as it stands.
6. In our submission we will focus on our personal perspectives.
7. Our submission sets out:
  - A summary of our concerns.
  - Relevant history and Council resolutions
  - Discussion
8. We wish to be heard by the subcommittee.

## **Our concerns**

1. Our concerns relate to the following section of the Draft Plan (sec. 6.6.2.1):

*There are 21 encroachments of private use from adjoining residential properties with addresses on Versailles Avenue (sic) 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 barrier 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.'*

and the related action point (sec. 6.6.3.1, point 2):

*'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.'*

and the proposed reclassification of the Strip as Scenic B Reserve in the Reserves Reclassification Schedule (map reference 6.2.3, 6.2.4 and 6.2.11).

### **Revegetation of the 'Strip' could compromise:**

2. Our views depending on the nature of vegetation
3. Access to sunlight
4. Expose our home and our neighbours' homes to greater fire risk
5. Our sense of community

### **A track would compromise:**

6. Our privacy
7. Our security

### **Relevant History**

8. The relevant history is well set out in the Versailles Street Residents Group submission.
9. We will approach this from a personal perspective.
10. Andy's first involvement with the 'Strip' was as a member of the Karori Sanctuary Steering Committee in 1994. The Steering Committee was tasked by the City Council with undertaking a citywide consultation to determine whether there was sufficient

support for the then unique concept of a fenced wildlife sanctuary, or whether the Wellington community would prefer the Karori Reservoir to be an ordinary open access bush reserve. 90% of the 1,840 submitters supported the concept of a native wildlife sanctuary.

11. An important part of the engagement was with boundary resident communities, particularly about the location of the fence.
12. Three quarters of the proposed 8.6 km boundary had an existing 4 Wheel Drive Track, which made determining the fence location easy. However the location of a fence along the remaining length from the Wrights Hill Parade Ground via Versailles Street, Messines Road and Waiapu Road to Denton Park was less clear.
13. The Steering Committee was concerned about the stability of the hillside below the Strip, and considered that building a fence along the Strip would be an easier, cheaper and more secure option.
14. Andy and other members of the Steering Committee met on site with residents (the first time in what is now our home!) and it soon became apparent that Versailles Street residents, with good reason, were not happy with a fence along the Strip. It was very easy to look out from a lounge window at the harbour and see that a fence across the view was unreasonable. The decision was made to place the fence below the skyline so as not to impede views or have a fenceline track directly behind residential homes, which would have also severely impacted on security and privacy.
15. The City Council's Community Culture and Recreation Committee received the Steering Committee Report on 6 December 1994. The resolutions included:
16. "Resolution 2 (b) (iii) *'The concerns of boundary residents on the impact of the fence on their views and privacy can largely be addressed.'* and
17. Resolution 2 (b) (xii) *'That the Karori Reservoir Sanctuary Trust shall note the recommendations made by the Steering Committee as reported in paragraph 5.7.2 of the Summary of Oral and Written Submissions of 29 November 1994 and shall ensure that each is incorporated in the management plan for the Karori Reservoir Sanctuary. In particular, it shall ensure that the fence line does not impede the views from the lounges of the properties Versailles Street adjacent to the strip.'*
18. Paragraph 5.7.2 follows and includes:
  - Protecting the amenity value of the Strip;
  - Preserving, or if possible, improving views;
  - Keeping the Sanctuary boundary closed from the Scout Den to the lower dam;
  - Restoring and beautifying any areas damaged by construction of the fence.
19. We should note that Andy is recorded as not voting on the resolution because he was a member of the Sanctuary Steering Committee.

20. The Versailles Street Residents Group submission sets out more extensive information on a range of subsequent discussions, resolutions and agreements involving the Regional Council (which at that stage owned the Karori Reservoir title), the City Council and the Karori Wildlife Sanctuary Trust which was established on 6 July 1995. Andy was a foundation trustee of the Sanctuary Trust.
21. A second resolution we wish to highlight is that of 30 September 1998. At this stage consideration was being given to the exact location of the fence. In accordance with previous decisions and the resource consent granted in January 1998, the Sanctuary Trust was required to establish a community liaison group to meet at each significant stage of development. Surrounding streets were all to be represented on the liaison group. That obviously included Versailles Street.
22. The City Council had to decide what to do with the area of the Reservoir title that lay outside the fence and 4WD track around the fence. This included the Strip and the bush buffer between the Strip and the proposed round the Sanctuary track. Council resolved to:
- “retain the majority of land on the western border of the Karori Reservoir area for open space purposes and to grant an option to purchase a five metre strip of land (in front of numbers 21-37 Versailles Street) to the adjoining residents.”*
23. The idea was that the land, if sold, would be owned communally, and not be developed. It would be a buffer to protect residents to some degree. However resident representatives pointed out at the time that the City Council could not sell the land, regardless of whether residents wanted to purchase it, because the City Council did not actually own the land. There was also the matter of why a somewhat arbitrary width of 5 metres was chosen. Nevertheless the principle that Council was willing to sell land to protect these important values remains important today.
24. We purchased our home in 2000. Key attractions were proximity to the Sanctuary, the views, sunshine and the feeling of openness and privacy afforded by the Strip. Council's repeated commitments to protecting the Strip, the views, privacy and security were all very important. The wind is something of a downside that so often comes in Wellington with views and sunshine ! We are in an official high wind zone.
25. The 2004 Outer Green Belt Management Plan included the Versailles Street Strip. It said:
- “This land bordering Versailles Street has been the subject of discussion as to its best use and status. As public land purchased for sanctuary purposes by Wellington City Council, it should be protected. However, it has been maintained and used in common by Versailles Street residents for many years as an open green strip bordering 10 or more houses on the eastern side of the street. The present title boundary runs very close to some of these houses and the area may not work well as a reserve without some rationalisation of this boundary and clear definition of its use and management. The land provides excellent views into the valley and should be retained for public enjoyment and as a buffer to the Sanctuary.”*

and



*“Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest.”*

26. The clear picture is that the City Council, Regional Council and Karori Sanctuary Trust have all clearly recognized the importance of protecting residents' views, security and privacy.
27. There was also an undertaking to talk.
28. The 2019 draft Outer Green Belt Management Plan wording threatens all these, and undermines Council's previous extensive undertakings, and indeed the very agreements under which it acquired the land from the Regional Council.
29. There has also been absolutely no engagement between Council and residents since the 2004 Plan, and there was none in the lead up to the 2019 draft Plan being released.

## **Reserve Status**

30. It is also important to note that the draft Plan talks about the Strip as though it were reserve land. It isn't and in fact it never has been. It is fee simple land.

## **Our home and interface with the Strip**

31. Our home was built in 1961. At that time the Karori Reservoir was a water supply area and public access had been prohibited for some 90 years. By the time the water reservoir activity ended from 1991-92 public access had been prohibited for almost 120 years.
32. Therefore along with several of our neighbours' homes, our home opens almost directly onto the Strip. There are large windows close to the floor levels of our and several other homes facing onto the Strip. Our outdoor living areas are also immediately adjacent to the boundary. The views, sunlight access and privacy are critical to our enjoyment of those areas. Council has long recognized those impacts, and repeatedly undertaken to protect them.

## **Our Community**

33. One of the things we really love about our street is the strong sense of community. It is said that 'we shape our cities and thereafter they shape us.' The Strip really brings our street community together. We organize a street barbeque for the whole street every year on the Strip, and try to do that more than once. Neighbours on the Strip talk with each other all the time. Children play with each other on the Strip knowing that the environment is a safe one. There are several other community gatherings. Neighbours

often look after each other or each other's properties. It is worth noting that it is on this week that we celebrate Neighbour's Day / Week. We actually had our post Christmas street BBQ last month. This month has also seen several gatherings – to discuss the Outer Green Belt Management Plan.

## Encroachments

34. The term 'encroachment' can be used almost as a weapon. As noted in the Versailles Street Residents Group submission there are in fact only a very small number of actual encroachments. We think there are 3, not 21. You might add 3 for vehicle access along the water supply access road off Messines Road. Most of them are minor and easily removed if required. In law merely mowing 'lawns' and garden beautification are not encroachments. Council's own policy says that. The Draft Plan and the agreed Town Belt Management Plan 2018 both say:

*'Botanical enhancements: These are small areas of land that are maintained and/or enhanced by a neighbour through planting or vegetation management in keeping with the Town Belt 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.'*

## Ecological Management

35. Those of us who border the main part of the Strip (#21 - #37) all mow the area behind our properties, as property owners have done for almost 60 years with the full knowledge and sometimes specific endorsement and support of the City and Regional Councils.
36. The lawn was full of a carpet of gorse, and much of it still is. The photo attached below of Versailles Street around 1960 before houses were constructed shows that gorse and grass were the only two plants in the area. Some of us have, bit by bit been chipping away at removing gorse, and other weeds on the Strip and grass seeding it. The soil underneath is generally shallow before striking rotten rock. Needless to say the arrival of Council's draft OGBMP proposal completely dis-incentivised any ongoing work.



37. On a personal basis Andy has also been cutting back weed plants in the bush buffer between the Strip and the round the Sanctuary fence. This includes berberis, blackberry, gorse, and a number of garden escapees. Once again Council's draft OGBMP doesn't encourage carrying on with that work.
38. Looking ahead Council could encourage residents to continue to maintain the gorse lawn, and to go further and encourage and support residents actively removing weed species from the bush buffer. This would benefit the bush buffer and the adjacent Sanctuary. This could be done through an MOU as discussed below.
39. The alternative would be for Council to breach all its previous undertakings, and itself take on management of the Strip and the bush buffer. The Council would need to ensure that it met its obligations to be a good neighbour under Fire and Emergency legislation as discussed in the Versailles Street Residents Group submission. Any revegetation would also need to consider the need to avoid nuisance (Property Law Act 2007 S335 (1) (b) (ii) where a Court may make an order to remove trees where they constitute '*an undue obstruction of a view that would otherwise be enjoyed from the applicant's land, if that land may be used for residential purposes under rules in a relevant proposed or operative district plan, or from any building erected on that land and used for residential purposes*'
40. Our assessment is that Council does not have the will or the resources to manage either the Strip or the bush buffer properly. The likely result is that weed species will spread further and the ecological outcome will be poorer than it currently is, and far poorer than is possible through an MOU arrangement.

## Proposed Way Forward

41. In keeping with the Versailles Street Residents Group we suggest the wording in the draft 2019 Plan revert to the wording of the 2004 Plan.

- a. The City Council, Zealandia and our group acknowledge the extensive history of this matter and seek to resolve the ongoing use and maintenance of the Versailles Street Strip by residents and the public in a mutually acceptable manner.
- b. The Council acknowledges the need to maintain the existing firebreak.
- c. The Council reconfirm its previous commitments to protect the privacy, security and views of residents.
- d. Until the ongoing use is resolved, the Versailles Street Strip not be reclassified as reserve.

**42.** The two options we propose going forward are:

- a. A MOU governing management of the Strip, any replanting that preserves views and does not increase fire risk. (ie maintains reasonable width of the Strip), and encourages a partnership with residents to actively remove invasive weeds and weed sources from the bush buffer.
- b. Considering sale of an appropriate width of the Strip, on the basis that it is still managed and zoned as Conservation site, and is owned collectively rather than individually. It's management and the management of the bush buffer could still be governed by direct agreement to achieve positive ecological outcomes.

Thank you for the opportunity to make a submission. We look forward to following this up with an oral submission before Councillors.

Yours sincerely

Andy and Ann Foster  
■ Versailles Street  
Karori

## **Tawa Community Board Submission on WCC Outer Green Belt Management Plan Review – 25 March 2019**

### **Introduction:**

The Tawa Community Board is a Community Board under the Local Government Act and Wellington City Council, with elected members representing the northern suburbs of Wellington City comprising Tawa, Takapu Valley and Grenada North.

We welcome the opportunity to provide this submission to the review of the Outer Green Belt Management Plan.

### **Tawa Background:**

Tawa residents exhibit a strong sense of community as evidenced by the many community-based organisations, recreation activities, collaborations between organisations such as churches and schools, and engagement in community events and social media use. Tawa holds the second place ranking in New Zealand for community membership of the Neighbourly community engagement website. At a strategic level, there is a cohesive collaboration between the Tawa Community Board, the Tawa Residents' Association and the Tawa Business Group (BID).

The Tawa community sees itself as strongly connected in social media, main transport and public transport routes, having clear geographic identity defined by the valley topography, and enjoys the rural outlook and associated walking and cycling activities, yet within a close proximity to both Wellington and Porirua cities and the additional facilities that those centres bring.

The Tawa western escarpment green landscape viewpoint, that in part forms the northern edge of the Outer Green Belt, is valued highly by local residents, and we support its future protection and expansion as part of the Outer Green Belt.

### **Forest of Tane Purchase:**

In 2017/2018 there was an overwhelming support from the local community for the "Forest of Tane" block to be purchased by WCC, and which was subsequently renamed by WCC, at the submission recommendation of Friends of Tawa Bush Reserves Inc., to "Te Ngahere-o-Tawa / Forest of Tawa".

**The Tawa Community Board** is very pleased to now see that through this Plan review that the "Te Ngahere-o-Tawa / Forest of Tawa" block will become part of the Outer Green Belt.

**The Tawa Community Board SUBMIT** that in consideration of this block within the Outer Green Belt Management Plan we believe it is important to continue to give recognition to the reasoning behind the purchase of this block and the support given by the community in this regards: i.e.

- to retain the forest vegetation cover and regenerating understory and prevent the plantation forest from being commercially harvested,
- to protect the catchment headwaters and minimise downstream flooding for a significant tributary that has caused flooding in the past,
- to minimise further sedimentation of the downstream catchment and the Porirua Harbour,
- to retain a high water quality of the catchment headwaters as an ecosystem for freshwater aquatic life,
- to recognise the important indigenous bush remnant in this block that also includes a stand of tawa trees,
- to provide an additional recreational access point for the local community to the Outer Green Belt and the Porirua Outdoor Recreation Park beyond, and also in future to allow for an extended loop walk back to Tawa via Redwood Bush.
- to recognise the Tawa community who provided overwhelming support to the campaign for the block to be purchased by WCC for the local community enjoyment.

#### **Pine Plantation Harvest [Ref Sections 4.3.2.3, 6.1.1.4, and 6.1.2.3]:**

The current draft Plan calls for the staged harvest of areas of the Forest of Tawa and eastern parts of Spicer Forest.

**The Tawa Community Board SUBMIT** that that the pine plantation trees facing Tawa on the eastern side of the Spicer Road ridgeline NOT be harvested for the reasons given above for the original purchase of the Forest of Tawa. Rather, the pine trees be retained as habitat for those species that enjoy tall trees; like kereru and falcon, and in future kaka and bats, and, to allow the pine trees to also provide a nursery environment for the vigorous revegetating native understory that is already evident and which in time will supplant the pines in their old age.

#### **Bridging the gaps between reserves on the Outer Green Belt [Ref Sections 1.1.3, 4.1.2.1, 6.1.2.1 and 6.2.2.1]:**

**The Tawa Community Board SUBMIT** their support for the vision of the Outer Green Belt to provide continuous connectivity north to south throughout the length of the Outer Green Belt and to allow the extension of the Skyline Walkway via ridge tops to the northern sectors, whether this be via further purchases or negotiated easements over private land.

**The Tawa Community Board also SUBMIT** that an early negotiated access be obtained by WCC to allow completion of a two hour loop walk between Forest of Tawa and Redwood Bush.



### **Walking and Cycling Tracks through the Forest of Tawa [Ref Section 6.1.1.6]:**

**The Tawa Community Board SUBMIT** its support for the track proposals of Friends of Tawa Bush Reserves for a limited set of usage separated tracks from the Kiwi Crescent entrance for walkers, cyclists and those of more limited mobility, and for a small arboretum.

### **Kiwi Crescent Entrance [Ref Sections 6.1.1.6]:**

The draft Plan suggests that there is potential for a roadway, car park or playground in the Forest of Tawa off the Kiwi Crescent Entrance.

**The Tawa Community Board SUBMIT** its support for a new Secondary category entrance to the Outer Green Belt at 58C Kiwi Crescent, but opposes the suggestion of a carpark or playground being created within the Forest of Tawa. In this sector of the Outer Green Belt there are already two neighbourhood playgrounds nearby; at Larsen Park and Brasenose Park, and there is sufficient street parking for short term visitors, and longer term visitors are more likely to walk or cycle from their homes.

### **Stebbing's Valley Structure Planning Process [Ref Sections 6.2.1.1 and 6.2.2.3]:**

The draft Plan recognises the close association between the Upper Stebbings Valley Structure Plan development process and the neighbouring Outer Green Belt Management Plan which are being consulted on in parallel.

**The Tawa Community Board SUBMIT** that the Upper Stebbings Valley Structure Planning process take strong guidance from the tenants of the Outer Green Belt Management Plan which it adjoins. In particular;

- a) That a Main Entrance to the Outer Green Belt track network be planned for at the head of Stebbings Valley,
- b) That areas of remnant and regenerating native bush that may be proposed to be set aside from development that are currently adjacent to existing Outer Green Belt reserves, be planned to be added to the Outer Green Belt in the future.
- c) That the principle of the Outer Green Belt Management Plan of *“Natural Skylines, undeveloped ridges and hills, and healthy native forests and streams are the foundation of the Outer Green Belt”* be extended to the areas of future reserves Upper Stebbings Valley Structure Plan adjacent to the Outer Green Belt.
- d) That in planning for the future Upper Stebbings Valley reserve network, neighbourhood features such as a community garden and/or community orchard, and a dog exercise area also be considered.

**The Tawa Community Board also SUBMIT** that due to the controversial nature of any roadway route between Stebbings Valley and Tawa that mention of this in the Outer Green Belt Management Plan be deleted as it is unnecessary for the purposes of the Outer Green Belt Management Plan. [Ref Sections 6.1.1.3 and 6.2.1.1]

We wish to make an oral submission and discuss our ideas with Councillors at any future panel hearing?

**Tawa Community Board** (elected members)

Richard Herbert (Chair)

Margaret Lucas

Graeme Hansen

Jack Marshall

Robyn Parkinson

Liz Langham

For contact purposes please contact

Richard Herbert (chair)

Tawa Community Board

Phone: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]



25 March 2019

Outer Green Belt Management Plan (1781014)  
Wellington City Council  
PO Box 2199  
Wellington 6140

By email: [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)

### **Submission – Draft Outer Green Belt Management Plan 2019**

1. This is a submission on the Draft Outer Green Belt Management Plan 2019 (the Draft Plan). I live at [REDACTED] Versailles Street, Karori along with my wife and twin children.
2. I support the submission of the Versailles Street Residents Group. However, I am also making this submission as an individual.
3. I would also like the opportunity to make an oral submission. I can be contacted by email [REDACTED] or mobile [REDACTED]
4. I am a regular recreational user of the Outer Green Belt and, being resident on Versailles Street, border it. I therefore support many aspects of the Draft Plan and, in particular, wish to commend the City Council on its vision. However, I am concerned about the aspects of the Draft Plan that relate to the land known as the “Versailles Street Strip” (the Strip).

#### *Maintenance and use of the Strip*

5. The residents of Versailles Street have maintained and used the Strip for almost 60 years. I have done the same since we purchased our property in February 2018. Those maintenance and use activities have provided mutual benefit. My family has been able to enjoy the Strip as a piece of open space adjoining our property and the City Council has not had to pay for maintenance activities (including mowing, weed control/removal, and pruning).
6. Maintenance and use activities were specifically endorsed and encouraged by the Wellington Regional Council when it owned the land. An agreement to that effect was in place.<sup>1</sup> Since the land was transferred to the Wellington City Council in the early 2000s, the City Council has been fully aware of, and has benefited from, the residents’ maintenance and use.
7. Maintenance activities have also ensured that the Strip can function as an effective fire break (which I understand was its original purpose).

#### *Previous commitments made by the Wellington City Council*

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<sup>1</sup> See paragraphs 40-44 of the submission from the Versailles Street Residents Group

8. As is clear from the submission of the Versailles Street Residents Group, there is an extensive history of interactions between the residents of Versailles Street and the various Councils that have owned the Strip. The City Council has made a number of commitments to residents over the years. These include:

- a. Recognising the concerns of residents on the impact of the Zealandia boundary fence on views and privacy.
- b. Ensuring that the Zealandia boundary fence line *"does not impede the views from the lounges of the properties on Versailles Street adjacent to the strip."*<sup>2</sup>
- c. Giving assurances at the time the Zealandia boundary fence was constructed that (a) every effort would be made to maintain the amenity value of the Strip, and (b) every effort would be made to preserve, or if possible improve, views.<sup>3</sup>
- d. Committing to resolve *"the boundary encroachment areas ... in accordance with any Regional Council commitments."*<sup>4</sup> The "commitments" referred to in this resolution was an agreement under which the Regional Council permitted residents to use and maintain of the Strip and recognised that so doing meant that it did not have to control vegetation growth and therefore provided mutual benefit.<sup>5</sup> Councillor Martyn Turner stated, in a letter to Councillor Andy Foster dated May 12 1998:

*"From a WRC point of view, this group of residents have a very satisfactory history; taking a responsible approach to the land and in effect making the 'strip' maintenance free for the Council. I would like to think that the affected Versailles Street property owners could be given some assurance that the 'strip' will remain as it is now."*

9. These interactions and commitments should be considered and honoured by the City Council. The residents of Versailles Street, myself included, are entitled to consistency in City Council decision making.

#### *Outer Green Belt Management Plans*

10. In the 2004 Outer Green Belt Management Plan, the Council stated:

*This land bordering Versailles Street has been the subject of discussion as to its best use and status. As public land purchased for sanctuary purposes by Wellington City Council, it should be protected. However, it has been maintained and used in*

<sup>2</sup> Resolutions of the Wellington City Council, December 1994

<sup>3</sup> See paragraph 89 of the submission of the Versailles Street Residents Group

<sup>4</sup> Resolutions of the Wellington City Council, January 1998

<sup>5</sup> Report to the Utilities Services Committee of the Wellington Regional Council, 7 March 1997 (Report No. 97.83)

*common by Versailles Street residents for many years as an open green strip bordering 10 or more houses on the eastern side of the street. The present title boundary runs very close to some of these houses and the area may not work well as a reserve without some rationalisation of this boundary and clear definition of its use and management. The land provides excellent views of the valley and should be retained for public enjoyment and as a buffer to the Sanctuary.*

11. The same Plan placed an action on the Council to:

*Resolve issues in consultation with adjoining residents and the Sanctuary Trust, taking account of the wider community's interest in the land.*

12. Over the last 15 years, the Council has made absolutely no attempt to consult with the residents of Versailles Street regarding the Strip. Neither has it made any attempt to "resolve issues".

13. Instead, the Council now proposes, in the 2019 Draft Plan:


*There are 21 encroachments of private use from adjoining residential properties with addresses on Versailles venue (sic) 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 barrier 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*

14. The Council's proposal is simply not consistent with Council's previous statements, previous resolutions and commitments, or the extensive history of this matter. It does not give effect to the Council's stated purpose in the Draft Plan to "promote co-operation between the Council [and] neighbours" and nor does it meet the Council's engagement principles. Moreover, it is not consistent with Council's stated intention to act in good faith and be a good neighbour.
15. There is no legal encroachment onto the Strip from 35 Versailles Street. We have, however, mowed the part of the strip that adjoins our property. This is to ensure that the Strip continues to function as an effective fire break and control the spread of gorse and other noxious weeds. As stated above, despite maintenance being the Council's responsibility, these activities have been carried out our own cost. We have not sought to pass them onto the Council or ask the Council to fulfil its maintenance obligations.
16. Revegetating the Strip would compromise its function as a fire break and significantly increase the liability of Council should a fire ever break out on it or within Zealandia. As stated in the Versailles Street Residents Group submission, recent case law makes it clear that the Council would bear significant liability should it revegetate the Strip and a fire break out which damages our property. Given the

undeniable effects and implications of climate change, and the strong winds that characterise the location, fire is a real and foreseeable risk. In those circumstances, it would be prudent risk management for the Strip to remain in its current state.

17. A walking track through the Strip is unnecessary given the proximity of the walking track around the Zealandia boundary fence. It is possible to provide access from the reservoir access entrance on Messines Road to the scout hall by utilising the existing perimeter track. A walking track through the Strip would simply duplicate what is already there and unreasonably interfere with the privacy and security of residents. Council has previously accepted the importance of these things when it agreed that the Zealandia boundary fence would not run through the Strip.
18. I therefore wish to support the submission of the Versailles Street Residents Group that:
  - a. Provisions in the Draft Plan relating to the Versailles Street Strip revert to the wording currently in the 2004 Plan.
  - b. The City Council, Zealandia and residents acknowledge the extensive history of this matter and seek to resolve the ongoing use and maintenance of the Versailles Street Strip by residents and the public in a mutually acceptable manner.
  - c. The Council acknowledges the need to maintain the existing firebreak.
  - d. The Council reconfirm its previous commitments to protect the privacy, security and views of residents.
  - e. Until the ongoing use is resolved, the Versailles Street Strip not be reclassified as reserve.
19. I am keen to resolve the issues in good faith and I encourage the City Council to partner with the Versailles Street Residents Group to do so. By acting together, we can achieve an outcome that is better for both parties than if the Draft Plan is confirmed.
20. Some potential options for doing this (all of which provide benefit to the City Council above and beyond that in the Draft Plan) have been identified in the submission from the Versailles Street Residents Group. I support these options.

Yours sincerely



Simon Johnson

## Submission on the Draft Outer Greenbelt Management Plan 2019 ("OGBMP").

### Your details

|                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Your name*: <b>Brett Osborne</b>                                                                                                                                                                                                                                                                                       |
| Your email or postal address*:<br><div style="background-color: black; width: 100px; height: 30px; display: inline-block;"></div>                                                                                                     |
| You are making this submission:<br><input checked="" type="checkbox"/> as an individual<br><input type="checkbox"/> on behalf of an organisation. Your organisation's name:                                                                                                                                            |
| I would like to make an oral submission to the Councillors <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No<br>If yes, please give your phone number so that a submission time can be arranged*:<br><div style="background-color: black; width: 100px; height: 20px; display: inline-block;"></div> |

\*mandatory field

Overall, I support the OGBMP in terms of the values, objectives and policies which seek to promote passive and active enjoyment of the outer green belt area to a range of users through a well-connected network of varying track typologies subject to the requested amendments as outlined in this submission regarding Sector 3 (Kaukau) and providing access for biking.

The outer greenbelt area is a significantly valuable resource for Wellingtons outer residential areas and communities. Improved access and connections via a range of track options for different users is strongly supported and will promote increased use and value of the outdoor environment and benefit the health and enjoyment of those communities.

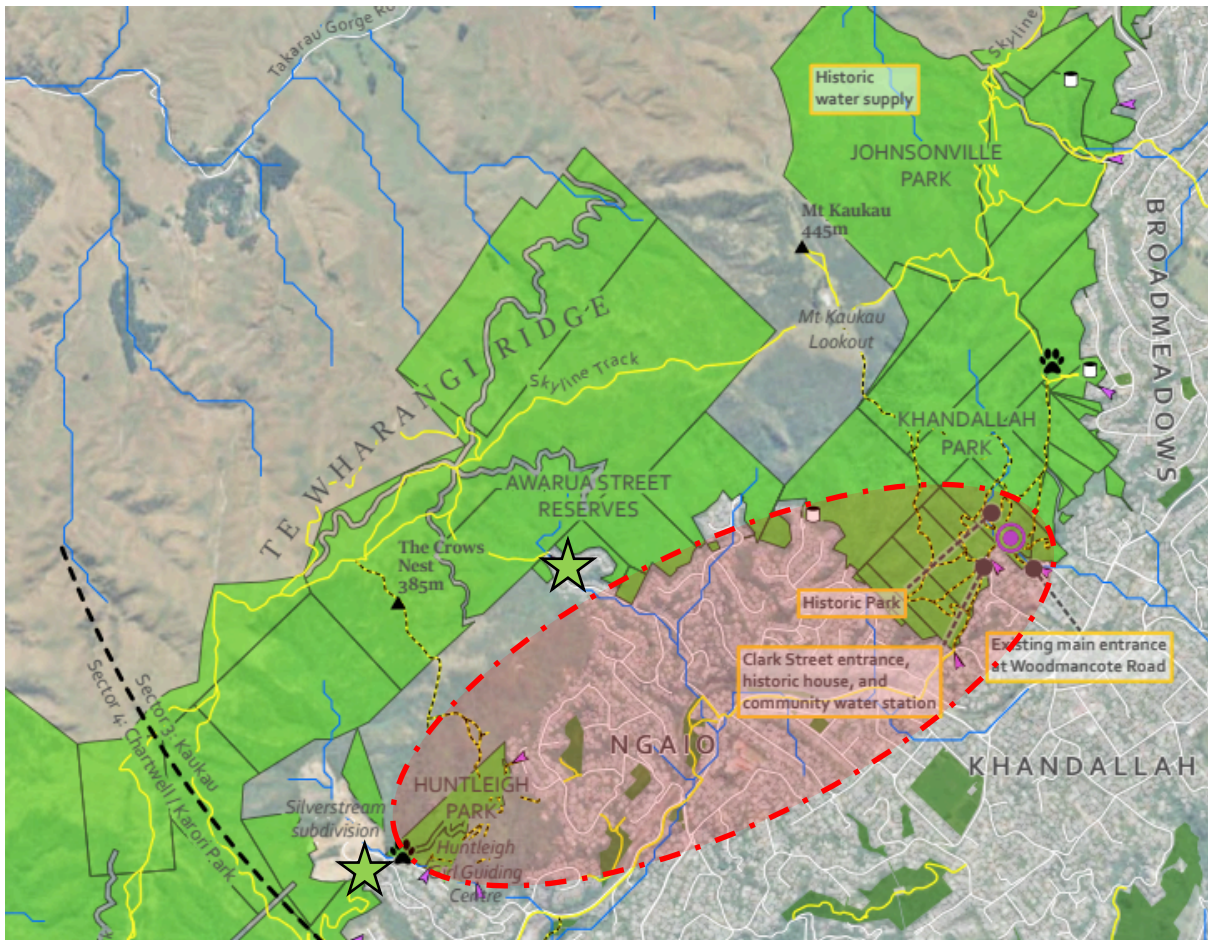
### My submission is as follows;

I support the draft OGBMP subject to the following submission points;

1. Strongly support the OGBMPs recreation objectives (4.5.1) to provide both passive and active recreational activities in the Outer Greenbelt ("OGB").
2. Strongly support Objective 4.5.1.2 and 4.5.1.3 to provide recreational opportunities for people to get active and have fun through;
  - a. provision of recreational opportunities in the OGB principally through an interconnected network of paths, tracks and routes well-linked to local communities;
  - b. catering for a range of user interest, abilities fitness and skills.
3. Strongly support the OGBMP objectives and policies in order to provide biking track connections within Sector 3 which is currently poorly connected and does not provide the local community with a range of interconnected options catering for various interests and skills.
4. There is a lack of track connection options within Sector 3: Kaukau for mountain biking. The green stars below show the existing two connection points for bike users. The balance of the reserve areas are walking-only accesses providing a general barrier to biking access from Ngaio (red dashed).
5. Skyline Track represents the main biking option through Sector 3 but there is very limited access points for the local community of Ngaio to access Skyline Track. This is limited to Silversky (on the boundary with Sector 4 in Crofton Downs) or further north from Johnsonville.



6. The tracks and access points within Khandallah Park are predominantly walking only designated tracks and there is very limited connection available for bikes. Provision for bike tracks in Khandallah Park including the southern slope of Kaukau should be considered.



7. Development of new tracks to create local loop trails for biking in Sector 3 is strongly supported due to the current lack of options and bike user restrictions.
8. Support the proposed network connection by constructing a new track from Khandallah Park to link with Bells track, this should be a shared track for bikes or provision for a bike only track to avoid user conflict. This is particularly important given the strong prevalence of walking only tracks and (as noted in point 12 below) the limitations of other options given private land holding.
9. Support separate bike track options where there is concern over conflict with other recreational track users.
10. Support the recreation and access statement at 6.3.2.5 (page 119) but do not agree the proposed Sector 3 options (tabled at 6.3.3.5) deliver the range of track options to different recreational users which conflicts with the OGB MP proposed objectives and policies (Objectives 4.5.1 and Policies 4.5.2) for this sector. This is due to;
- the restriction of biking access from the majority of the track network within this sector, especially Khandallah Park;
  - Restriction of biking from access to The Crows Nest – to walking only;
  - New connector track on southern side of Kaukau proposed as walking only; and,
  - The proposed “future initiatives” on the Sector 3 Kaukau map focusing on extending walking only options particularly on southern slopes of Kaukau and continuing lack of provision in

biking connections and access points in an area already under-invested in these recreational options.

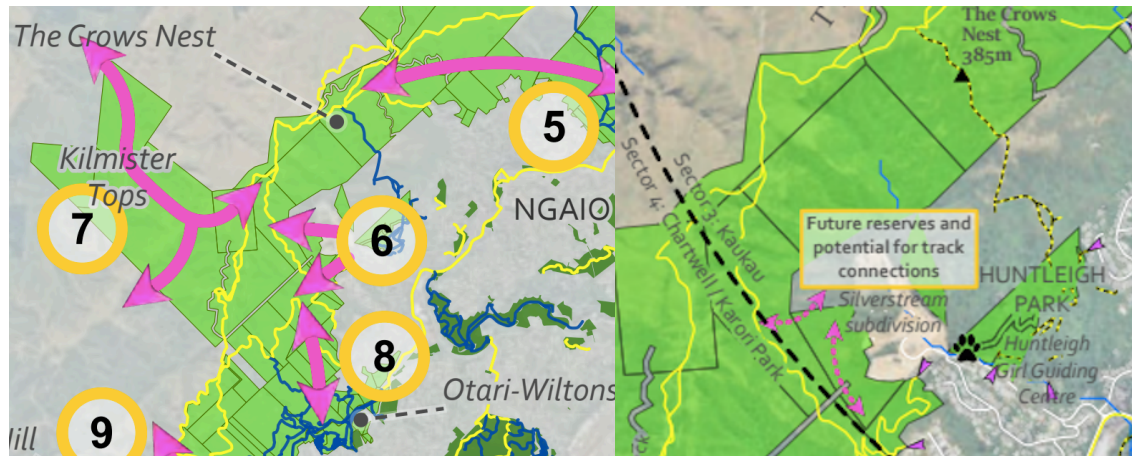
11. Oppose the walking only restriction on the track from Skyline to The Crows Nest. Opportunity to allow cyclists to reach the Crows Nest lookout as a point of interest especially as part of traversing the wider Skyline Track should be made by identifying this track as 'shared use' for bikers and walkers. The route is undulating and open providing sufficient safety and visibility for multiple users.
12. Support the shared use of the track which drops from The Crows Nest and traverses along the lower slope of the eastern side of The Crows Nest to connect with Bells Track. It is understood this existing track is within private land (map below). However, it could be identified as a future initiative and form a valuable cycling connection to a range of users as it has a number of established access points including Patna Street and Awarua Street.

**Map:** Shared use of existing Crows Nest track to Bells Track (red dashed).



13. Strongly support the proposed future track initiative subject to amendments (referenced as 'initiative 6' on page 59 – map extract below) of short connector tracks and downhill mountain bike tracks through the recently adopted reserves surrounding the Silverstream subdivision – this would be beneficial for a number of reasons;
  - a. It meets the objectives of the OGB MP;
  - b. It provides for biking trails within Sector 3 which has significantly under provision of options;
  - c. Would provide short loop trails to local community;
  - d. Would provide a range of track grade options catering to different skill levels for recreational bike users consistent with the proposed OGB MP policies;
  - e. Would reduce pressure for shared use of existing track network and user conflict; and,
  - f. Would support the inclusion of access to The Crows Nest in order to access new trails.

The proposed connections options are only shown to the southern side (see extracts below). This is supported subject to extending the options further around to include track options (both climbing and descending options) on the other reserve areas that have also been received through vesting stages of the Silverstream subdivision (subject reserve areas as Appendix III).



**Maps:** Future initiative 6 for mountain bike trail development.

Your sincerely

Brett Osborne

25 March 2019



# Draft Outer Green Belt Management Plan 2019

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

The Outer Green Belt reserves support the growth of Wellington City and our compact urban form. The draft management plan describes how the Outer Green Belt provides ecosystem services to the city (such as providing fresh water, holding carbon and protecting soils and vegetation).

The draft plan also notes the role of the Outer Green Belt as a recreation space that is easy to access and where people can participate in a range of activities such as walking, running, biking or participating in environmental care groups. This allows people to meet others in their community, lead active lives and foster a connection to the natural environment, even though they live in a city. The plan includes ideas about how the reserves can support city resilience and help create resilient communities.

The draft plan and Summary Document will help you complete this questionnaire. Feel free to skip any questions that don't affect or interest you.

We want to hear your views on the proposed Draft Outer Green Belt Management Plan 2019. You can answer these questions online at [wellington.govt.nz/OGBplan](http://wellington.govt.nz/OGBplan), email your thoughts to [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz) or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 25th March 2019.**

## Privacy statement - what we do with your personal information

All submissions are provided to elected members. Submissions (*including names but not personal contact details*), will be made publicly available at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

## Your details

|                                                                                                                                |                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Your name*:                                                                                                                    | P. J. Renshaw                                                                                                                        |
| Your email or postal address*:                                                                                                 | [REDACTED]                                                                                                                           |
| You are making this submission:                                                                                                | THE OWNERS SHENVAL HOLDINGS LIMITED AND THE SHENVAL GROUP OF COMPANIES AND WOOFINGTONS LIMITED HAWKINS HILL AND ASHTON FITCHAM DRIVE |
| <input type="checkbox"/> as an individual                                                                                      |                                                                                                                                      |
| <input checked="" type="checkbox"/> on behalf of an organisation. Your organisation's name:                                    |                                                                                                                                      |
| I would like to make an oral submission to the Councillors <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |                                                                                                                                      |
| If yes, please give your phone number so that a submission time can be arranged*:                                              | [REDACTED]                                                                                                                           |

\*mandatory field

## Draft Outer Green Belt Management Plan 2019

|                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Do you agree that the Vision statement on the front of the Summary Document or in Part 2 of the draft plan captures what is special about the Outer Green Belt Reserves? |
| <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know                                                                                |
| If not, why not?                                                                                                                                                            |

continue next page

2. Looking at the Summary Document section 'What is the Outer Green Belt?' or at Part 2.3 and Part 3 of the draft plan, do you agree with:

the Guiding Principles

☐ Yes

☐ No

☐ Don't know

the Key Values

☐ Yes

☐ No

☐ Don't know

3. Looking at the plan highlights in the Summary Document, do you think these will help achieve the Vision that *the Outer Green Belt*:

is Wellington's wild green connector

☐ Yes

☐ No

☐ Don't know

visibly defines the edge of the city

☐ Yes

☐ No

☐ Don't know

protects and connects nature

☐ Yes

☐ No

☐ Don't know

invites people to escape and explore

☐ Yes

☐ No

☐ Don't know

Why/why not?

4. Looking at Parts 3.6, 3.7 and 4.6 of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

☐ Yes

☐ No

☐ Don't know

What do you think could be added?

5. Completing a track that goes all the way from the south coast through to Porirua in the north (*the Skyline Track*) is identified in the plan as the main priority for track development in the next 10 years (*refer to part 4.5 of the draft plan*). Do you agree that this should be the main priority?

☐ Yes

☐ No

☐ Don't know



The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (*refer to Part 4.5.2.3*). Click here for maps showing the proposed track networks.

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

- |          |                              |                             |                                     |
|----------|------------------------------|-----------------------------|-------------------------------------|
| Sector 1 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 2 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 3 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 4 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 5 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 6 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 7 | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

8. The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

Do you support the draft plan proposal to phase out grazing animals?

☐ Yes

☐ No

☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (*refer to the map of the entrances on page 60 of the draft plan*). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

Do you support this proposal?

☐ Yes

☐ No

☐ Don't know

Do you think it will encourage more people to use the Outer Green Belt reserves?

☐ Yes

☐ No

☐ Don't know

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

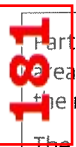
10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☐ Yes

☐ No

☐ Don't know

Why/why not?



Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions and descriptions for each sector (*shown on the Map Page*).

11. Sector 1 (Te Ngahere-o-Tawa/Redwood) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

12. Sector 2 (Ohariu Ridge) runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

13. Sector 3 (*Kaukau*) extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

14. Sector 4 (*Chartwell/Karori Park*) extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

15. Sector 5 is Makara Peak. This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable about this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

Sector 6 (*Wrights Hill/Zealandia*) extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

17. Sector 7 (*Te Kopahou*) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the proposed reserve classifications in the draft plan? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan 2019.



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Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



Freepost 2199  
Outer Greenbelt Management plan 178  
Open Space and Recreation Planning  
Wellington City Council  
PO Box 2199  
Wellington 6140

25 March 2019

Outer Green Belt Management Plan  
(1781014)  
Wellington City Council  
PO Box 2199  
Wellington 6140



By email: [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)

### **Submission – Draft Outer Green Belt Management Plan 2019**

1. This is a submission on the Draft Outer Green Belt Management Plan 2019 (the Draft Plan).

#### *Background*

2. I live at 35 Versailles Street, Karori, with my husband and two small children. I support the submission of the Versailles Street Residents Group. However, I am also making this submission as an individual.
3. We bought our house just over one year ago. Our house borders the land known as the 'Versailles Street Strip' ('the Strip'), and this was a factor in our decision to buy the house. Observing how much the neighbours interacted with each other was great to see and something we wanted to be a part of. In the past year we have grown closer to our neighbours and found a higher level of mutual support than over the eight years that we lived in our previous home in Tawa. A key factor in this has been the open space behind our respective houses.

#### *The Outer Green Belt Management Plans*

4. The 2004 Outer Green Belt Management Plan included statements that this land has been maintained and used in common by Versailles Street residents for many years as an open green strip, and placed an action on the Council to resolve issues in consultation with adjoining residents. No consultation happened at all. The 2019 Draft Plan now proposes either revegetation or the creation of a walking track through this strip of land.

#### *Safety and sense of security*

5. Our children regularly use the Strip as a safe passageway between houses, to visit other neighbourhood children without needing to cross roads or watch out for strangers. As the mother of young children, I take great comfort in the knowledge that if something were to happen to me or my husband, or if there was an emergency, our kids know virtually everyone whose houses back onto the Strip, and

could safely find help without crossing a road, encountering strangers, or navigating a driveway. I've given them the message that they can find any adult along the Strip to help them, and this is invaluable to my family's sense of security.

#### *Sense of community*

6. The Strip has facilitated a strong sense of community, and this has been evident in the way we rely on our neighbours for support (and vice versa). As a young family we value this greatly. The community holds an annual barbecue on the Strip, and this has also brought residents closer together.
7. Goal 1 of the Wellington City Council's 'Wellington Resilience Strategy' (2017) is 'People are connected, empowered and feel part of a community'.<sup>1</sup> The Resilience Strategy also says 'Our connections in the community provide us with informal support and shared resources, such as locally grown food, car pooling options, and opportunities to socialise'. This is exactly what the Strip provides our little community with. The options proposed in the draft Plan put this sense of community at risk.

#### *House values*

8. Houses derive at least part of their value by the amenities they are geographically close to, eg being close to Ben Burn Park in Karori. Our situation is the same, and this was reflected in what we paid for our house. Given we bought our home very recently, we stand to be negatively affected the most if Council actions negatively impacted our property value.

#### *Caring for the land*

9. We, along with other residents whose homes back onto the Strip, take great pride in caring for this space, including mowing it regularly. A number of us have even removed the gorse from this area. I am prepared to continue caring for the Strip, which would continue to provide the Council with considerable benefit at no cost.

#### *(Lack of) consultation*

10. The Council's 'Significance and Engagement Policy' (2018) states that 'The Mayor and Councillors have a responsibility to ensure there is effective community engagement'.<sup>2</sup> I am disappointed that not only was no consultation undertaken as directed by the 2004 Plan, but also that no one on our street was contacted about the proposed changes in the 2019 Plan.

<sup>1</sup> <https://wellington.govt.nz/about-wellington/wellington-resilience-strategy> page 41.

<sup>2</sup> <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/significance-and-engagement-policy> page 171.

11. Outcome Four ('Doing It Together') of the Council's 'Our Capital Spaces' plan (2013) includes the statement that 'The Council will fully involve and consult community groups and other local residents on any significant proposals affecting our open spaces and recreation opportunities'.<sup>3</sup> The Versailles Street Residents Group was not consulted. Neither were we, as residents of homes which are directly impacted by the potential change in classification of this open space.
12. For Council, this is a tiny piece of land in the context of the Outer Green Belt Management Plan. For me, it's crucial to my sense of community, family safety, sense of security, and way of life.

### *Conclusion*

13. I ask that Council please revert to the wording currently in the 2004 Plan, for provisions relating to the Versailles Street Strip. Please meet with the Versailles Street Residents Group as part of proper consultation, to resolve the ongoing use and maintenance of the Strip in a mutually acceptable way. Some potential options for resolving the issues of ongoing use have been identified in the submission from the Versailles Street Residents Group. I support these options.
14. I would like to request an opportunity to be heard when the Council subcommittee meets to take oral submissions.

Yours sincerely,

Sarah Johnson

### **My Details**

**Name:** Sarah Johnson

**Email address:** [REDACTED]

**Postal address:** [REDACTED]  
Karori, Wellington 6012

**Capacity:** I am making this submission as an individual.

**Oral submission:** I would like to make an oral submission to the Councillors.

**Telephone numbers:** [REDACTED]  
[REDACTED]

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<sup>3</sup> <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/our-capital-spaces> page 14.

**Submission to the  
Wellington City Council  
  
Draft Outer Greenbelt  
  
Management Plan  
  
January 2019**

*Doug Calhoun*

*22 March 2019*

## Summary

1. I have lived on Versailles Street next to the Strip for the last 45 years – from 1974 to 1991 at no. 37 and, since 1991, at no. 23. Over that time I have mown the grass and gorse next to my property to maintain the Strip as a firebreak.
2. From 1994 to 1999 I was involved in negotiations with the Wellington Regional Council, the Wellington City Council and the Karori Sanctuary Trust as a member of the Versailles Street Residents Group. The result was that the predator proof fence was sited down the hill from and next to a buffer of native trees above the track between the Strip and the fence to meet the security and privacy concerns of the Group.
3. Because the Strip was considered surplus to the needs of the Trust, the City Council offered to sell a 5-metre wide portion extending outwardly from our boundaries with a six-month option date. The valley land transfer from the Regional Council to the City Council took five years to be completed, so the option lapsed. Since 1999 I have heard nothing from the Council.
4. During the 45 years that I have lived next to the Strip the only time either the Regional Council or the City Council have shown any interest in it was while the Sanctuary was being established. So you can image my surprise and chagrin when I learned that the City Council had suddenly decided that the status and nature of the Strip were to be completely changed and none of the prior commitments of the Council were to be honoured.
5. The City Council has a very risk averse attitude to its buildings – one need only visit Civic Square to see this. But it has a very cavalier attitude to the risk of rural fires at the rural/urban interface. The proposal to revegetate the Strip would compromise the existing firebreak. This ignores not only the evidence-based advice of Fire and Emergency New Zealand, but also its own advice to homeowners.
6. I found the interactions with the Council 20 years ago very stressful. The current ones are even more so. The Council should not treat its neighbours in the way we have been treated. This time I wish to have the matter settled once and for all.
7. The concept of “botanical enhancement” in the plan describes what I have been doing for the last 45 years. I would like to negotiate that or some similar final settlement.
8. I wish to be heard when the Council takes oral submissions.

## *The Strip*

9. The land I refer to as the Strip is shown in green in Figure 1<sup>1</sup> below:



**Figure 1. The strip**

No. 23 is the second section from the top of the Strip. The track and predator proof fence and the existing buffer of trees are to the right of the Strip. The heavy forestation up from the lower lake in the valley is very clear. The steepness of the slope down to the lake is less clear in two dimensions, but very real.

10. The future development proposed for the strip is “Removal of private encroachments and restoration of native vegetation as a buffer to Zealandia. Potential for a walking track.” I have two questions for the council: Why are the existing buffer and walking track not perfectly adequate? What has changed since their siting was agreed to in recognition of the concerns of the residents 20 years ago?

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<sup>1</sup> Reproduced from page 14 of *Proposed Reserves Classification: Outer Green Belt Management Plan 2019*. The legal description is Lot 3 DP 313319 CT 52415

## *Consultation*

11. In the Officers' report (to the City Strategy Committee on 13 December 2018) that sought approval for the 2019 Draft Plan to be circulated, one of the objectives was said to be, "Engage with adjacent landowners to identify their concerns around use and development of the Outer Green Belt." I am an adjacent landowner. I was not engaged with.
12. The engagement principles were:
  - open and honest communication with stake holders and the wider community
  - provision of regular and relevant information on the plan review
  - sufficient time for consultation
  - views received in the feedback must be taken into account
  - aim to resolve issues in a proactive, timely and appropriate manner
  - the approach should be flexible, and able to be adapted.
13. These principles were tempered by the observation, "The project has a 'Medium' Rating, therefore our approach was to at least 'Involve' the public in the process." The inference I take from that is that my neighbours and I did not meet the 'Medium' rating and therefore did not need to be consulted.
14. I, together with some of my neighbours, did invite a council officer to visit the Strip on 17 January 2019. We were told:
  - the Council intends that all plans adhere strictly to the Rules section of the reserves policy;
  - there are no exceptions to the Rules and they will be fully applied. There is no reason for the strip to be different from other areas;
  - history makes 'no difference' under any circumstances;
  - encroachments are any private use of reserve land, including mowing the lawn;
  - the Council does not issue permits to encroach and, over a period of time, the Council intends to remove all encroachments. Private management of public space is not permitted (mowing, clothes lines, structures);
  - there should be no private gains from reserve grassy areas (eg capital asset value increase);
  - the Council does not police encroachments but they can instruct the removal of encroachments at any time;
  - the Strip is reserve land and will be part of a greater network of reserve land going from Porirua to the South Coast; and
  - evidence shows natives bush and trees are a better firebreak than grass.
15. I was stunned by this lecture. About the only engagement principle it complied with was "open" communication, albeit the openness was all one way. The officer did state that we could "convey the values" we would like



to maintain, but only as the Council implements changes to the land. As for “taking into account views received in feedback”, my views about the history, firebreak and legal status of the Strip were flatly rejected as irrelevant.

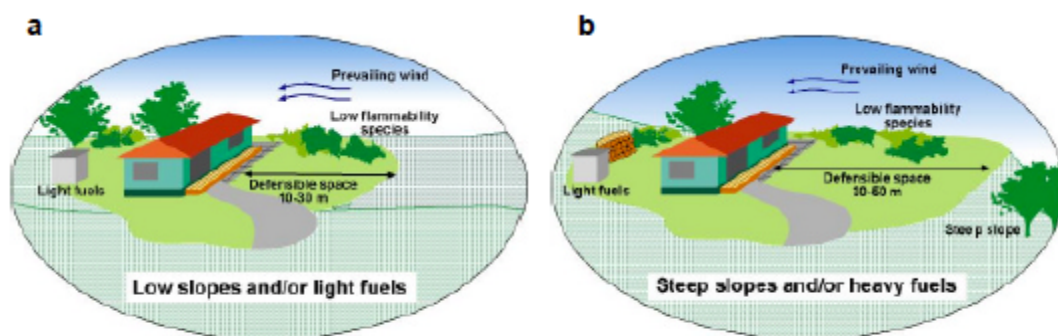
16. The ultimate insult was the officer’s dismissal of a neighbour’s concern about the potential loss of the value of their property, “You ought to have realised that when you bought the property”. Blaming the victim has no place in any consultation.
17. One of my neighbours made a request for official information from the Council. Some of that information contradicts the assertions made:
  - the Strip is not a reserve. It is zoned conservation.
  - council owned fee simple land can be dealt with as the Council sees fit. Reserve land is not “owned” by the Council but is administered consistently with the relevant management plan in accordance with the Reserves Act.
  - cutting grass is not an encroachment. The council encourages residents to maintain their adjoining road reserve (by mowing it).
  - buried in the hundreds of pages of agreements and District Plan change information supplied are the various commitments made as a part of both the lease to the Sanctuary Trust and the sale from the Regional Council to the City Council. These include the arrangement made on the siting of the fence to meet the security and privacy concerns of the adjacent residents. Also recorded is the arrangement (acknowledged by the Regional Council) that the residents’ maintenance of the Strip had been in place since 1961 (when the first house was built) for the mutual benefit of the residents and the Regional Council.
  - there are around 400 encroachments on reserves and town belt land. Since 1993, only about 30 have been resolved by licences or letters of understanding.
18. The insinuation that we have made a “private gain” by our use of the strip is misconceived. The Strip has always been treated as a community space where neighbours can walk from house to house, have street barbecues, play, watch fireworks, enjoy the harbour views and even (one time) have a wedding. When I moved from 37 to 23 I transported most of my worldly goods along the Strip by wheelbarrow. The “gain” that we have enjoyed is no more a “private gain” than is the use of the Ben Burn Park playground, cricket pitch, running track or football goalposts by its neighbouring residents. And the neighbours of Ben Burn Park do not have to cut its grass to enjoy it.

### *Firebreak*

19. The assertion that evidence shows that native plants make a better firebreak than grass has to be qualified. Some native plants are less flammable than long dry grass. But the strip is not covered in long dry grass; it is covered in short mown grass. The one thing common in the

spreading of wildfires is the amount of fuel in their path. And mown grass does not provide even a small fraction of the amount of fuel that complete revegetation with native plants would.

20. There are at least three relevant scientific papers that provide evidence about wild fires in New Zealand. A 1996 paper<sup>2</sup> describes two fires in 1994 on the western rim of Karori that threatened to burn houses on Montgomery Avenue. (The site of those fires is a now part of the Outer Green Belt.) The paper describes and quantifies how intense wildfires can be in extreme conditions. And the wild fires described occurred on a ridge top on the other side of Karori similar to the situation of the Strip.
21. The second paper<sup>3</sup> sets out a flammability table of selected New Zealand native species derived from surveys of fire managers. On page 7 of that paper the author concludes that none of the species was classified as Not-flammable or Low/Not flammable. The paper also graphically illustrates defensible space requirements to protect houses from wildfires. There needs to be a defensible space of 20 to 40 metres away from a steep forested slope. The illustration is reproduced as figure 2. The Strip is adjacent a very steep heavily forested slope in a high wind area. The maximum width of the Strip is about 26 metres.



**Figure 2.** Defensible space requirements around a house in (a) low slopes and/or light fuels, and (b) steep slopes and/or heavy fuels.

<sup>2</sup> L.G. Fogarty, *Two Rural/Urban Interface fires in the Wellington suburb of Karori: assessment of associated burning conditions and fire control strategies*: <https://scion.contentdm.oclc.org/digital/collection/p20044coll13/id/18/>

<sup>3</sup> L.G. Fogarty *A Flammability Guide for Some Common New Zealand Native Trees and Shrub Species*: <https://fireandemergency.nz/assets/Documents/Research-and-reports/Report-20-A-Flammability-Guide-for-Some-Common-New-Zealand-Native-Tree-and-Shrub-Species.PDF>

22. The third paper<sup>4</sup> ranked 60 trees or shrubs for comparable flammability. The rankings were made by burning shoots of each one under the same conditions on a device resembling a barbecue. The authors measured each species for four properties of flammability. Their rankings largely agreed with the rankings in the second paper - derived 14 years earlier based on survey evidence of forest managers.
23. Shortly after the Port Hills fire in Christchurch two of the authors of the third paper did a PowerPoint presentation of their results for a local audience. The take home message of that presentation is shown in figure 3.



So green firebreaks offer potential to help manage fire and, if natives used, improve biodiversity, but...there is no such thing as a fire-proof plant. Given the right conditions (e.g. extreme fire weather), any plant will burn.

**Figure 3. No such thing as a fire-proof plant**

<sup>4</sup> Wyse et al., A quantitative assessment of shoot flammability for 60 tree and shrub species supports rankings based on expert opinion:  
<https://researcharchive.lincoln.ac.nz/bitstream/handle/10182/6884/WF15047.pdf;sequence=1>

24. New Zealand Fire and Emergency's advice to homeowners living next to slopes<sup>5</sup> mirrors the advice given in the second paper. The illustration Fire and Emergency use to demonstrate defensible zones is shown in figure 4.



**Figure 4. Defensible Zones**

25. The Council's own advice to homeowners about how to defend your home against scrub fires<sup>6</sup> acknowledges the risk of fires at the rural/urban boundary. The warning is, "Residents around the town belt are equally at risk from vegetation fires as people living in rural areas. Take precautions to protect your homes." That message has been ignored in the 2019 Draft Management Plan.

### *The Way Forward*

26. I am not sure that I will still be around for another battle with the Council in 20 years' time. So I would really like to see the matter settled once and for all this time. The 17 January Council officer visit was not a promising start, but my neighbours and I are more than willing to talk to anyone willing to listen to our concerns with an open mind. The suggestion below for dealing with my "encroachment" should not be taken as a formal offer and is not intended to pre-empt any suggestions of a way forward by my neighbours. But it is intended as a start.

27. When I finally got down to pages 86 and 87 of the 2019 Draft Plan I discovered "Botanical Enhancements". The relevant paragraph<sup>7</sup> reads:

*"Botanical enhancements" are small areas of land that are maintained and/or enhanced by a neighbour through planting or vegetation*

<sup>5</sup> The link to the advice is: <https://fireandemergency.nz/at-home/rural-home-fire-safety-checklist/>

<sup>6</sup> The link to the advice is: <https://wellington.govt.nz/~media/about-wellington/emergency-management/files/scrubfires.pdf?la=en>

<sup>7</sup> Draft Outer Green Belt Management Plan January 2019, page 86

*management in keeping with the open space values and character. These are managed by way of a “letter of understanding”, which must be obtained by anyone who has or promises to undertake “botanical enhancement”. For the purposes of managing encroachments, botanical enhancements are not considered encroachments and therefore are not by default prohibited.”*

Of course, terms and conditions apply. Terms I would insist on would be the maintenance of the existing firebreak and that the existing track next to the predator proof fence would not be duplicated by any other track on the Strip.

28. I point out that for the first 30 years that I was mowing “my” bit of the Strip I did have an informal arrangement - acknowledged as being mutually beneficial – with the Regional Council (and its predecessor Strip owners) to carry out what amounted to “botanical enhancements”. The only difference I can see between what I have been doing for the last 15 years and “botanical enhancements” described in the 2019 Plan is that I haven’t have a “letter of understanding”.

29. I wish to be heard when the Council takes oral submissions.

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### My Details

1. **Name:** Doug Calhoun
2. **Email addresses:** [REDACTED]
3. **Postal address:** [REDACTED]  
Karori, Wellington 6012
4. **Capacity:** I am making this submission as an individual.
5. **Oral Submission:** I would like to make an oral submission to the Councillors.
6. **Telephone Numbers:** [REDACTED]

## Shona McCahon

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**From:** Richard Mann [REDACTED]  
**Sent:** Monday, 25 March 2019 9:47 PM  
**To:** Shona McCahon  
**Cc:** Bec Ramsay  
**Subject:** Karori Proposed Bike Trails

These trails are well used by walkers everyday of the year, on a daily basis.  
All these trails are used.

Johnstons Hill is not under-utilised.

The BMX Bike Track Ian Galloway Park is something that is under utilised. This bike track is not used everyday.

**Every day** the locals use Johnstons Hill as running, walking and tramping trail, away from the pollution of traffic.

Many walk there dogs there, **everyday**.

Many retired folk use this track, along with senior staff from the British High Commission, **everyday**.  
**It** is part of this very special place, New Zealand.

People from all over Wellington come at the weekends to use Otari and the Karori cemetery part of Johnston Hill Reserve.

Many young Karori families have started to use the Skyline as well as Johnstons Reserve tracks.

Preschoolers and young primary school children.

The bikes on the Skyline have become a hazard to the young and older users. The bikes do not give way, even on the single lane track between Makara Road and the Parkvale Road farm.

Walkers have to give way to bikes on the Makara Bike Tracks.

The bush around the cemetery is an important resource for teaching the young about our native trees, ferns, fungi. There are many excellent examples on the edge of the track e.g. climbing Rata, Rewarewa, Kohekohe that are not seen by many.

There is a very important stand of Kohekohe in the Johnstons Reserve near the Karori Cemetery. Such a large stand is now rare in New Zealand.

The trees are a source of food for our native birds which are now frequenting the area in large numbers when each type of tree is in flower or the seeds mature.

The noise of bikes and humans are not going to be conducive to this continuing.

There are Tuis, Kereru, Kaka, Fantails, native Parakeets, etc



This is one of the rare pieces of regenerating forest in the area.

The Manky Gully is part of the Kohekohe stand. Please do not use the bush/ forest.

Manky Gully is used by keen walkers and trampers. Please do not use.

The streams will become muddy from the run off from the bikes. There a number of small streams in the forest. This will not be good for the native fish and other fauna such as eels which I believe are a protected in the Otari Bush reserve so I assume they would be protected in the Johnstons Reserve.

I can see from a Satellite view along the Skyline the bikers have created a number of new tracks. This could increase the risk of slips and runoff into people properties.

Walkers and runners do not do the same damage as bikers, especially in the wet.

This area is of high ecological value for the people of Wellington. Gives people of all ages and ability a chance to see what New Zealand Forest is like.

There is wheel chair access from Fletcher Look out carpark to a flat short trail.

BIKERS have a very large proportion of Karori already.

I am not totally convinced this area is any different from the Pine forest behind Karori Park.

I do note there have been a number of Pine trees and branches that have fallen over the past couple of years.

Makara Bike Park

Karori Park Pine Tree track

Karori Park

Karori Park Childrens Mountain Bike Circuit

BMX Bike track in Ian Galloway Park

Wright's Hill

[Tracks.org.nz](http://Tracks.org.nz) and similar sites have 20- 30 tracks/rides which include Karori.

If there is to be any development of bike trails in the Pine Forest **I suggest the only access be from the Skyline.**

There are already bikes coming through areas they are not supposed to be in, including Wilton Bush.

By using the Cemetery to Skyline track and the Ridgeline track there will be bikes everywhere.

**The map and the inclusion of Manky Gully suggests to me, that it is more than the Pine Forest they are including in their Proposal**

Please let us have a small piece of regenerating forest for walkers young and old.

We can't all bike. Bikes are expensive to buy.

Falling off a bike, means injuries which take a longer to heal for people over 65. It is important for us to keep up our exercise to maintain our health.

For the older person walking on tracks such as we have at Johnston Hill and Otari helps us to maintain our ability to balance effectively. Walking in the foot path does not do this say the experts.

This has been put together very quickly this evening.

Please do not hesitate to contact me. [REDACTED]

Thank you.  
Sally Mann



## Submission on WCC Draft Outer Green Belt Plan, March 2019 from Forest & Bird Wellington Branch

Emailed to: [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)



### Our Details

|                                                             |                                                                            |
|-------------------------------------------------------------|----------------------------------------------------------------------------|
| Name                                                        | Mike Britton                                                               |
| Address                                                     | Chairperson, Forest & Bird, Wellington Branch, [REDACTED], Wellington 6140 |
| Email                                                       | [REDACTED]                                                                 |
| Phone                                                       | [REDACTED]                                                                 |
| We are making this submission on behalf of an organisation: | Forest & Bird, Wellington Branch                                           |
| We wish to be heard in support of this submission           |                                                                            |

### INTRODUCTION

Thank you for this opportunity for Forest & Bird's Wellington Branch to provide Wellington City Council (WCC) with comments on the 2019 Draft Outer Green Belt (OGB) Plan. As a major stakeholder in the Plan, we offered comments in February 2017 and January 2018 and we are grateful to have this further opportunity to add to those initial thoughts. For completeness, we have incorporated much of our earlier thinking into this current review.

### Our perspective of the Outer Green Belt

Geoff Park's introduction<sup>1</sup> quotes a passage written by John Pierce in 1840 describing the sheer joy of being "... amidst the most luxuriant foliage ..." probably describing the scene near Korokoro Stream.

The introduction also observed that, a few years after John Pierce called Wellington "the most magnificent port in the world":

*"... the ancient forest he so admired was gone, forever it would seem, incinerated in settlers' fires ..."*

Despite this reflection the author was optimistic in tone, observing that, after the destruction by fire and farming and in a little over a century, the process of rejuvenation:

*"... had advanced to the extent that Wellington was effectively surrounded by a new forest, a forest this time appreciated as an asset to the city as an integral part of its 'open space' ..."*

He concluded that:

*"... the new forest will never be the same as the forest teeming with birds ..."*

and even by artificially re-introducing northern rata and podocarps it will take centuries for these trees to reach maturity and have the role in the forest they did in John Pierce's day.

<sup>1</sup> An Inventory of the Surviving Traces of the Primary Forest of Wellington City, compiled for Wellington City by Geoff Park, February 1999

Forest & Bird is committed to the long journey that Geoff Park said would be needed. Zealandia is part of that commitment and plays a significant role in bringing back the birds, tuatara and other fauna. Restoring the biodiversity of flora as an intact forest along the Outer Green Belt is the other essential element. It is the refuge of sufficient size and continuity that will enable birds to move north and east from Zealandia.

The Natural Kiwi project to re-introduce kiwi to the wild in Wellington is an exciting and relevant part of that journey and so too is the Pest Free Wellington initiative. We also acknowledge the contribution made by Greater Wellington Council in controlling possum numbers, which was the catalyst for the recovery of bird life and flora we see occurring in the gullies and reserves of the Outer Green Belt and surrounding area.

The spread of invasive plants is a major concern for the Outer Green Belt and possibly the most difficult to control; however permitting it to go unchecked is not an option. Nature will reclaim the hillside and ridge tops — our primary role is to eliminate the pest plants and animals and assist the biodiversity expansion of native flora and fauna.

The Forest & Bird journey began in earnest in 1990 with the Branch publication *Natural Wellington* which pre-dates Geoff Park's assessment and the WCC publication *Capital Spaces*.

## General Comments

**Corridors:** In the current draft Plan, there is a recognition of the need to introduce or safeguard areas of indigenous vegetation and the establishment of an ecological corridor but it does not appear to be the main focus nor an important part of this Plan. We would like to see more detailed planning of how this aspect of the Plan is to occur.

**Weeds:** The threat posed by Darwin's barberry is documented in the Plan but there is little change (if any) in the approach to resolving this issue. In fact, the threat of Darwin's barberry to the OGB is mentioned mostly to state that the problem is too large to be resolved, except in Te Kopahou, where efforts to reduce its spread are to continue. As we are well aware, in the northern sectors Darwin's barberry, together with gorse, is spreading rapidly and widely. Continuing with the same policy will yield the same result!

**The transition area** between the urban and rural parts of the city is referred to several times but the desired form of this zone does not seem to be clearly or consistently stated. In our 2018 review we expressed a strong desire to see a more ecologically satisfactory treatment of the use of the OGB as a transition **zone** between the urban and rural areas but this has not been reflected in this draft of the Plan.

**Goals and objectives** are more clearly expressed than in the earlier draft, although in some cases lack of clarity persists. The general thrust is positive, but some of the objectives lack sharpness, starting with words like "support" or "work with". The new Section 2 (Vision and Principles) contains some helpful principles, but these do not seem to be strongly carried through to later sections.

**Tracks** play a critical part in the success of the OGB both as an ecological corridor and a recreational space. It is clear that the treatment of mountain bike use will be a significant factor in this success. We are very concerned for the safety of walkers, runners and family groups who use the OGB and we are strongly against shared walking and mountain bikes on all but the few major tracks.

## Detailed Review by Section

### 1.1.1 The Outer Green Belt

*“... for multiple environmental, recreational and social objectives ...”* [third line]

#### **Comment**

This can be stated as: “... for environmental, recreational and social objectives ...”

### 1.1.2 Purpose

#### **Ecology**

The Plan makes reference to *Capital Spaces* and shows its status as a founding and influential document. The *Outer Green Belt Management Plan May 2004* quotes that document’s Vision Statement clearly and deliberately links the purpose of the Outer Green Belt back to its origin:

*Indigenous vegetation restored for the purpose of establishing **an intact biodiverse ecological corridor is the key purpose of the Outer Green Belt.***

The 2004 document in its introduction traces the history of this commitment which, over time, has taken greater prominence and importance in strategic planning. This section in the Plan needs to include an acknowledgement of the ecological purpose.

#### **Co-operation**

*“... to promote co-operation between the Council, neighbours, stakeholders and the community in regard to managing the Outer Green Belt ...”* [Purpose 3, page 5]

We question how the Council intends to promote co-operation with owners of adjacent land. Under the current arrangement they are ‘partners’, albeit in an informal sense, but the relationship does encourage dialogue. We understand the legal rationale but question whether exclusion from the Plan will enhance co-operation. Former ‘partners’ become observers and neighbours.

What are the implications of removing private land from the scope of the Plan, particularly with respect to development that is contrary to the OGB purpose, ie vegetation clearance and invasive plant management?

### 1.1.3 Scope

#### **Landscape protection**

*“... 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.”* [1.1.3 bullet 2 page 5]

We are not aware of a definition of “landscape protection”. The landscape in the OGB at the moment is not how we would like it to remain. A purpose of the OGB Plan, in our view, is to return the landscape to one that existed prior to the vegetation clearance by European settlers. The landscape will change naturally — and at the moment it is changing to gorse and Darwin’s barberry on land that was formerly grazed on the tops and eastern slopes around Mt Kaukau summit.

We question how the ridgelines and hilltops overlay, in a practical way, provides protection for native fauna and flora within the OGB and on land adjacent to it. Are private landowners and contractors obliged to maintain biodiversity and protect native flora and fauna within this overlay and how is that achieved?

#### 1.1.4 Timeframe

##### *Continuity*

*“... as a 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.”*

We see no evidence of a long term vision in this document nor any progressive update over time. Refer to our comments under section 2 Vision.

##### *Time scale*

Changes in the ecology will occur naturally over time and at a pace slower than the lifetime of these plans. All we ask is that this progress is not impeded by changes in priority, recreational activity and ridgeline “protection” — and that the transition to native flora is actively encouraged and assisted (accepting that popular tracks need to be kept safe and open) over the many iterations of the Plan.

#### 1.1.6 Where does this Plan fit in the Council’s work?

We suggest this title be amended to: Outer Green Belt Strategic Framework, which is the title of the diagram on page 10.

##### *Reserve classification*

*“This management plan is being prepared under the Reserves Act 1977 ...” [1.1.6 bullet 2 page 7]*

*“It provides for working in partnership with neighbours and communities towards the Outer Green Belt vision ...” [1.1.6 bullet 2 page 7]*

We support this initiative. Refer to our comments under Section 4.1.2.1 page 34.

#### 1.1.7 Funding and Reporting

##### *Funding model*

*“The funding is prioritised and set through the Long-term Plan and Asset Management Plans ...” [1.1.7 para. 1]*

*“There is potential every 3 years ... to provide submissions ... This may include advocating for additional investment in support of this management plan’s objectives ...” [1.1.7 para 2]*

The existing arrangement for the allocation of funds can be distorted by vocal and well-resourced recreational lobby groups and over three successive 3 year cycles this distortion can be significant. There is no *de facto* advocate for the Reserve Act’s statutory provisions intended to protect and preserve New Zealand’s ecology. The funding process itself must provide that ‘balance’ so that the ecological aspect of the Plan — ie pest control and removal of invasive exotic plants — is well funded.

The Plan should include an anticipated Opex and Capex budget for its 10 year term and as a minimum ensure there is a realistic allocation to meet the obligations under the Reserve Act.

The natural biological process of rejuvenation is not a recreational activity and has a timescale measured in decades.

## 2 Vision: Wellington's Wild Green Connection

***"The Outer Green Belt is a continuous green belt following the ridges west of the city from the South Coast to Colonial Knob, in which indigenous vegetation is restored and an informal recreation network is widely accessible"*** (Capital Spaces, 1998)

This is the vision carried forward from 1998 in the *Outer Green Belt Management Plan May 2004* and should continue into this Plan and be supported by a narrative that elaborates on that vision. This approach was used in *Our Natural Capital*.

'Vision' means to see and plan the future with imagination and direction. The narrative enables the reader to 'see' that vision of the future and be motivated to play their part in the journey. Our volunteers say they want to be involved with something that is meaningful and has lasting value.

A vision statement should remain for the duration and not change with each update of the 10 year plan. It gives continuity and direction across the generations who will work to achieve this future ie planting tawa and rimu now for that future. This is exemplified by the two examples noted in the text on page 25, that of Zealandia and Ōtari-Wilton's bush.

The narrative can take inspiration from early settler accounts like that of John Pierce's and descriptions provided by Māori — eg Mt Kaukau's alternate name of Tarikākā meaning 'where the parrots rested' [3.4.1 para. 3]. We suggest wording that evokes emotion and a desire to achieve, something along the lines:

**The vegetation and stream environment supports an abundance of fauna including numerous species of birds, invertebrates, reptiles and fish. There is considerable diversity in habitats owing to the variability of valley, hillside and hilltop conditions. The unbroken line of forested hillside and occasional hilltop are dominated by tawa and rimu and alive with the presence of kererū, kākā, korimako and the lilting sounds of kōkako. The high peaks are a maze of hardy shrubs and native grass species. Kiwi can be heard at night and at day break a cacophony of bird song emanates across the hillside of the Outer Green Belt of Te Whanganui ā Tara.**

This can be supported by objectives:

- Recovery of the flora and fauna native to the area
- An ecological corridor exists
- The ecological corridor is robust without weakness or gaps
- The ecological corridor is protected from harm by educated and supportive residents and visitors
- Absence of exotic plants.

## 2.2 Why is the Outer Green Belt Important

We suggest the title be amended to read: “Why the Outer Green Belt is Important”.

### **Benefits**

*“The Outer Green Belt has multiple open space values and increasingly acts as the green buffer between town and country ...”*

*“... wide range of interrelated benefits including amenity value, biodiversity and landscape protection, recreation and social opportunities, ecosystem services ...”*

The phrases like “green buffer”, “prominent role” and the shopping list shown above do not tell us anything about why the Outer Green Belt is important.

We would like a tangible explanation of the benefits. In place of “increasingly acts as the green buffer” we suggest the explanation in the 2004 document to be more meaningful — ie “*The Outer Green Belt marks the western edge of the city’s urban environment.*”

## 2.3 Guiding principles

### **General comments**

- a) The terms ‘natural values’ and ‘desire to preserve the character’ are used to describe the Outer Green Belt as it is, but it is not in its natural state — it is farmland that is recovering from years of grazing and other factors. [3.2.1 para. 2]. It is recovering from its colonial past and should be nurtured and allowed to recover to its natural form. There will be parts where a forest will occur and parts that will remain more open and windswept.
- b) A walk along the length of the Outer Green Belt in the future should be a journey of discovery (like a good novel) where the interest is in the variety of that journey from mushrooms and orchids to kākā, tieke, rimu and kohekohe; the wind sculptured and the sheltered dampness, the wider vista and the steep inclines. This is what will make the Outer Green Belt special ... it does not exist now but it would exist in the future with a 500 year vision.
- c) We understand and agree that there should be provision within the ecological corridor for walking and non-invasive activity ie recreation, but the ‘balance’ of “*open tops maintained for its suitability for recreation*” [2.3.1 pp 15] does not take account of the track network in the space on the hillsides where the forest is permitted to develop! The balance is clearly tilted towards recreation.
- d) The OGB’s natural values and its role as a continuous Northwest-Southeast ecological corridor are the 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*” [3.2.2 Nature Today]
- e) Protecting wildlife within the OGB we see as a primary objective of an ecological corridor and should be separately identified as a Principle. Habitat zones for lizard, bird and invertebrate life have to be of sufficient size to provide protection for vulnerable, rare and at risk species both fauna and flora, from people and our pets. The “forest” and (native) grassland is habitat of our fauna — recreational activity and track layout must support this objective. We are concerned that if all the activities listed in section 3.5.1 were to be encouraged the OGB will become a very large playground with



nature as a secondary consideration and a convenient backdrop — a repeat of the Town Belt example.

- f) The Plan states in Sections 3 and 4 of the text that '*Our Natural Capital*' is a pivotal document that sets out the ecological reasons for the OGB. The importance of this document and its provisions should be included in the text in Section 2. It should also be referenced under a Principle specifically for the protection of wildlife and its values.
- g) This draft has an emphasis on recreation with little attention to the needs of wildlife even though the 2017–2018 survey [page 20] showed overwhelming support for the activities that support wildlife — and found the top three most important features to be Native Bush, Ridgeline and Wildlife.
- h) Public recreation is not a recent major use within the OGB [3.4.3 last para.]. However, mountain bikes *are* and we are concerned at the rapid increase in track building primarily for this activity [2.3 para. 1, pp 13; 3.4.2 para. 4]. This trend is likely to continue if more tracks are built and mountain biking becomes the dominant activity. This would be unfortunate since the 2017–2018 survey [page 21] showed that 70% of respondents undertook foot-based activity [page 28] but the level of support for walking in Makara Peak (a mountain bike area) was lower than the other areas.
- i) Forest & Bird members ride mountain bikes too; however, in this submission we are representing the voice of nature and we request that the Plan include controls to contain further mountain bike tracks and to concentrate this activity in areas where it is well established — at Makara Peak, the Wild Side of Karori Park, the South Coast — and also take into account the Porirua Adventure Park expected to be built on Colonial Knob in the north.
- j) Such a policy will keep a large portion of the OGB safe for the peaceful enjoyment by walkers, runners, the old, young and picnic groups to interact with the surrounding nature. It would also limit the amount of vegetation cleared to provide for mountain bike only tracks and retain the integrity of the OGB as a wildlife corridor.
- k) Mountain bikes and walking are not compatible activities. Bikes are not permitted on city pavements for obvious safety reasons. In the OGB on dual use tracks the risks of injury are far greater. Walkers and families, particularly those with young children, will be deterred from using these tracks. For safety and for peaceful recreation by walkers, family groups and runners, mountain bikes should be confined to bike-only tracks.

### **Principle 1. Natural skylines, undeveloped ridges and hills, and healthy native forest and streams are the foundation of the Outer Green Belt**

- a) There are two objectives in this principle:
  - a skyline that is free of development
  - a continuous corridor of healthy native forest and stream ecology
- b) We note and agree that a natural skyline free of development will include both forested and native grass-covered ridge lines.
- c) We agree with the desire to preserve natural ruggedness as a prime purpose. We also agree that context is appropriate in a management plan. However, we expect definitive statements — not questions as posed in the first paragraph under this heading on page 13. It may be rhetoric but it is not helpful in this document.

- d) Since the question has been posed we submit that any use or development must be unobtrusive and respect the peaceful and natural character of the environment. Tracks should merge with the contours of the land and blend into the ecological processes of that space to be as unobtrusive as possible; this has to be the overriding benchmark. Harmony with, and discovery of, nature is the experience that the Outer Green Belt can offer and be remembered for by its visitors.

## **Principle 2. Continuity and connectivity is fundamental to the Outer Green Belt concept**

- a) We support the objective here of a large scale continuous natural landscape.
- b) The value of a continuous wild corridor is that it provides the means by which wildlife can adapt to changing climatic conditions. Plants create distinct localised ecological communities that provide habitat for invertebrate diversity.
- c) The OGB is a perfect ecological laboratory. It is an opportunity for a longitudinal study of the natural process of transformation over a very long time scale and increase our knowledge of the native fauna and flora; the climatic impact; and introduced pest plants. This point is made in section 3.2.2 page 20 “... *Research, which is a strand in Our Natural Capital, is important to help understand how best to manage nature in the Outer Green Belt...*”.

We do question the term “manage nature” and suggest “assist nature” would be a more appropriate term.

## **Principle 3. The Outer Green Belt’s diversity, of landscape character and outdoor experience, is a strength to be reinforced**

- a) The accompanying text under this Principle is clearly focused on recreational enjoyment. We are wary of the phrase “*optimal approach*” and what weighting this principle will give to ecological connectedness and biodiversity.
- b) We would like to see constraints applied to these focus areas so as to retain the ‘wild’ and remote character of the OGB for its primary purpose as a natural ecological corridor in its raw state.
- c) We agree that horse riding and mountain bikes should be confined to specific locations and not interfere with the enjoyment of walkers and joggers or impede the natural process of recovery and regeneration.
- d) We support the need for comfort stop facilities and emergency shelters and freedom camping in defined areas for walkers on the Te Araroa Walkway. It would be a wonderful experience for these people to be in nature, yet so close to a city.

## **Principle 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.**

- a) Exposed ridge lines are ‘wild’ because of the harsh climate. In Wellington homes located in exposed places (and even in the City centre) the ‘Wellington sense of place’ can be experienced. The weather and terrain are the dominant feature of Wellington. The value of the OGB will be its wildness as a living forest and grassland landscape in contrast to the city’s Town Belt parkland.



- b) The OGB is a wild place, it is exposed to both north and south and can be a dangerous place to be in certain weather conditions without appropriate clothing, preparedness, and a reasonable level of fitness.
- c) It is not clear how this Principle differs markedly from Principle 3 since they both focus on recreation. We suggest these Principles can be merged; the wild character of the OGB is a feature of the climate and not something that can be managed.

### **Principle 5. Community participation in managing the Outer Green Belt is enabled and supported.**

- a) European settlers milled and burnt this area for farming, industry and settlement and destroyed all but a few remnants of its natural biodiversity. Individuals, Forest & Bird and other groups have been working for decades to rebuild this lost biodiversity. We would like this to be reflected in the text in place of the example on page 14.
- b) This is voluntary work where people give up their leisure time to help rebuild a lost natural landscape. Trapping, planting and weed removal [3.5.1 para. 4 page28] is to improve the biodiversity and wildlife habitat and it can be hard work. It is 'recreation' only in the sense that it is rewarding and provides a diversion from life's stressors.

#### **2.3.1 How will the Vision and Principles be applied**

- a) The title to this section is odd. We suggest changing the position of 'will' such that the title reads: How the Vision and Principles will be applied.

#### ***Our Natural Capital and Biodiversity***

- b) We would like to see *Our Natural Capital* as the core reference for decisions about the OGB because of the OGB's pivotal role in achieving the biodiversity objectives set out in that document [3.2 Nature].
- c) Part 1 Strategy, 2 Introduction in *Our Natural Capital* outlines the value of "ecosystem services" and also New Zealand's obligation to protect our endemic species, many of which are nationally at risk, in decline or worse. The OGB provides us with the opportunity to fulfil this obligation and restore much of the lost biodiversity of Te-Whanganui-ā-Tara as a priority.
- d) The extent of our lost biodiversity is expressed in Section 3.2.1 of this Plan which states
 

*"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 ..."*

*"... the OGB would have been almost continuously covered in forest ..."*

*"On the highest peaks ... the harsh climatic conditions and poor soils would have seen vegetation dominated by tough wind-sculptured species ..."*

and these areas are therefore naturally open. It is these peaks that people go to to get the wide vistas.

## Balance

- a) The commentary in this section implies there exists an equilibrium between nature and people's recreational activity. We contend that there is no such balance and that the Plan needs to focus on achieving Principle 1 and align with *Our Natural Capital's* emphasis on biodiversity as its primary task. The intrinsic value of the OGB as a restored assemblage of ecosystems is immeasurable not only for Māori [section 1.1.8 Mana Whenua obligations] but also the local community and internationally.
- b) We fear that the statements in the text of "*ridge tops maintained for its suitability as a recreational environment*" and the OGB's use for "*a range of outdoor recreation*" are more applicable to a city park than a wild and natural ecological environment. The section also discusses "...weighing up the most suitable combination of environments and activities..." and "...a balance is struck" ... between the first principle ie undeveloped ridge line and native forest and the other principles.
- c) We do not accept that ecological restoration should be confined to the flanks and valleys (as stated in the example on page 15). We see native vegetation that naturally occurs on the open ridge tops to be of equal value to the biodiversity of the OGB as the forested flanks, and not secondary to "*suitability as a recreational environment*" [page 15 para3]. These plants have also suffered from the ravages of farming and competition from exotic species and are of value to our biodiversity.

## 3 Description / Key Values

### District Plan

- a) There is a circularity occurring between the *OGB Plan* and *Our Natural Capital* which is particularly noticeable in this section. Reading both documents it is clear that each is reliant on the other.
- b) We believe there is a case for creating a District Plan specifically for the OGB to focus on the special (pivotal) role that the *OGB* has for biodiversity recovery as stated in *Our Natural Capital* [3.2.2 Nature Today].
- c) The relevant elements of *Our Natural Capital* could be incorporated into the *OGB Plan* and form the core of an *OGB District Plan* with rules appropriate to the objectives of *Our Natural Capital*. It would elevate the *OGB* in status and provide for specific governance criteria.

### 3.1 Vital Statistics

We note that the Forest & Bird nursery has supplied more than 100,000 plants to Zealandia and restoration groups over 20 years.

### 3.2 Nature

#### Ecology

- a) The title of section 3.2 is 'nature' which is used throughout the document. Nature is a word that encompasses all things that are not human or a creation of humans. We consider that in the context of the OGB 'ecology' is the appropriate word and more accurately describes the aspect of nature that is of importance to the OGB vision. We

would like to see the heading of Ecology carried forward into this Plan from the 2004 Plan.

- b) We would like to see the descriptive and factual narrative in section 3.2 Ecology of the 2004 issue retained as an appendix to this issue and carried forward. It will provide historical context for future readers and a sense of continuum and continuity to the OGB vegetation process. It would serve as a valuable record of progress in the one document.

### ***Darwin's barberry***

- a) In the 2004 Plan in section 3.2.3 Future Ecology it states in the fourth para.

*"That ... over time, retired and protected areas generally progress to a taller and different mix of plants, often with exotic shrubs being overtopped by the taller indigenous forest species. This process is well understood and fairly predictable where the main exotic species is gorse. Where the main exotic species is Darwin's barberry, **the long term process is less well understood** and is being investigated ..."*

- b) The text continues

*"... Darwin's barberry originates entirely from the adjoining urban environment, being a once popular garden plant..."*

We know that Darwin's barberry is now well established outside of private gardens and freely regenerating along tracks and open ground in the OGB from Mt Kaukau south. The reason it is not apparent further north is the lack of opportunity and the natural rate of plant advance for it to be noticeable.

- c) The caption in section 3.2.1 of this OGB Plan on page 17 observes

*"The last half century has seen the landscape transformed by succession from pasture-covered to gorse to regenerating native vegetation. Similar succession **seems** to be starting to happen with Darwin's barberry, as observed at Wright's Hill, **although it takes longer**"*

- d) Only time sequenced images will establish whether Darwin's barberry will in fact be replaced by native vegetation as the text suggests

*"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." [3.2.2 Nature Today page 19]*

### **3.2.2 Nature Today**

The opening three paragraphs are key statements that capture the change that has occurred in attitude and the effects of large scale pest control and restorative planting. However, how much was Council-led and how much was community-inspired is debatable.

### **3.3.3 Continuity and Urban Edge**

#### ***Opportunities***

*"... it is increasingly a green corridor connecting up nature and offering extensive inter-linked recreational opportunities ..." [3.3.3 para 1]*

- a) It would be helpful to have examples of the 'opportunities' that the OGB's size provides that are not possible or feasible elsewhere in the other open spaces of Wellington.
- b) We agree that seating must be provided at convenient intervals along tracks for both rest and enjoyment. Also shelters in exposed locations that can provide protection from the elements as well as useful information and first aid equipment.

### 3.5.3 Access and Amenities

#### *Activities*

- a) The document has provided a non-exhaustive list of actual and potential activities that could occur on in the OGB. We submit that many of these activities are not dependent on a nature-focused space and are inappropriate where vulnerable ground dwelling wildlife exists.
- b) We contend that the overriding point of an OGB is its value as an ecological corridor this should be clearly stated in the document and not be compromised [3.5.3 para 6 page 30]. The OGB concept was advocated by community groups from the 1960s **for conservation** [3.6.1 para 1].

## 4.1 Land Administration

### 4.1.1 Objectives

The three objectives are an appropriate amendment to the 2004 document and we appreciate the emphasis in objective (2) on the creation or maintenance of the vision (eco-corridors), by the use of word "connected". In objective (3) we acknowledge the importance of working with adjacent landowners and taking opportunities to acquire neighbouring land where this becomes available.

#### 4.1.2.1 Reserves classifications, land acquisitions and management mechanisms

*"8. Manage the removal of encroachments into the OGB reserves through the process outlined under the Rules section of this Plan: section 5.3.4 ..." [page 35]*

We support the inclusion of this rule and the approach detailed in sub-section 5.3.4 on pages 85–86.

#### *Classification*

*"2. Classify all Outer Green Belt reserves as scenic reserve unless there is particular reason to use an alternative classification ..."*

We would like to see the OGB reserves given the higher level of protection afforded by scenic (a) reserve rather than the 'scenic (b) reserve' classification because it places the emphasis on native biodiversity.

We do accept that the obligation to **exterminate all exotic plants as far as possible** is not reasonable for WCC at this time however the Council can use its best endeavours with the assistance of the community to **minimise the presence of exotic plants as an objective of this Plan.**

**Reserves Act 1977***s.19 (1)*

'It is hereby declared that the appropriate provisions of this Act shall have effect, in relation to reserves classified as scenic reserves—

- (a) for the purpose of protecting and preserving in perpetuity for their intrinsic worth and for the benefit, enjoyment, and use of the public, suitable areas possessing such qualities of scenic interest, beauty, or natural features or landscape that their protection and preservation are desirable in the public interest:
- (b) for the purpose of providing, in appropriate circumstances, suitable areas which by development and the introduction of flora, whether indigenous or exotic, will become of such scenic interest or beauty that their development, protection, and preservation are desirable in the public interest.'

*For Scenic Reserve A ((a) above), s.19(2)(a) states:*

'... the indigenous flora and fauna, ecological associations, and natural environment and beauty shall as far as possible be preserved, and for this purpose ... exotic flora and fauna shall as far as possible be exterminated'

*For Scenic Reserve B ((b) above), s.19(3)(a) states:*

'... the flora and fauna, ecological associations, and natural environment and beauty shall as far as possible be preserved.'

**4.1.2.2. Urban containment*****Buffer zone***

*"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."* [page 36]

- a) We concur with this statement however, somewhere in the Plan we would like to see a definition of "ample breadth". We recognise that this may be contingent on a number of factors, but we would like some description of what is considered "ample" in different circumstances.
- b) Refer also to our request for an ecological buffer zone (of ample breadth) between the Urban and Rural communities.

**4.2.1 Objectives**

*"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 ..."* [4.2.1 point 2]

***Ecological connections and landscape form***

- a) We support the objectives in this sub-section, especially objective (2) above, which reiterates the eco-corridor aspect of the Outer Green Belt and the ecological extension beyond the Outer Green Belt.

- b) We are not convinced for the *need* to retain open grassland for ‘recreation’. Natural grassland is a landscape form that exists in patches along the south coast however if there is a natural progression to another landscape (possibly a former one) should we prevent it occurring? An explanation of when it would be necessary and appropriate to ‘retain’ open grassland would be helpful.

#### 4.2.2.1 Caring for Nature

##### ***Pest control***

*“4. Protect key areas of high ecological value or species through ongoing and concerted pest animal and pest plant control ...”* [4.2.2.1 point 4].

We are pleased that pest plants are given equal prominence with pest animals in 4.2.2.1 point 4 and is repeated in action (1) under 4.2.2.3 (page 38), in action (1) under 4.2.2.4 (page 39) and in actions (8) and (10) under 4.2.2.5 (page 41).

Unfortunately, this emphasis does not translate, elsewhere in the Plan, into meaningful action as illustrated in the extracts from page 42 shown below:

*“... available resources limit the extent of weed control that can be carried out ...”* [4.2.2.5 para. 2, page 42]

*“In ... areas such as the ridge-tops of Wrights Hill and Te Wharangi ridge, [Darwin’s barberry] is so widespread that control is not feasible at this time ...”* [4.2.2.5 para. 3, page 42]

This means that the considerable threat posed by Darwin’s barberry (and other weeds) is confirmed but a stated lack of resources means that it will not be dealt with.

##### ***Darwin’s barberry***

- a) We note that the reason the problem is so great as to appear overwhelming is that no action was taken previously, because of a lack of resources, even though 15 years ago the 2004 version of the Outer Green Belt Plan identified Darwin’s barberry as a major threat. It stated in that document in sub-section 4.3.2.4 of that document that:
- “Darwin’s barberry will be monitored and managed vigorously to ensure it does not impede forest restoration or threaten existing vegetation or open spaces”*
- b) The longer the threat is ignored the more overwhelming the problem will become. We suspect that, in many cases, Darwin’s barberry is not considered a great threat because “in the long run, it will be outgrown and outshaded by native trees”.
- c) This, in our view incorrect, opinion, appears to be based on scientific papers published in 2008<sup>2</sup> and 2012<sup>3</sup> that concluded that barberry would not establish under a full canopy in a mixed beech–broadleaf forest. The 2012 study used 2 sites in the central North Island (near Ohakune) and 2 in the south of the South Island (near Tapanui). None of these sites closely resembles Wellington in climate or soil type. Furthermore, the principal Wellington forest cover in the Outer Green Belt is podocarp–broadleaf, as opposed to the beech–broadleaf forest in the study.

<sup>2</sup> McAlpine, K.G.; Jesson, L.K. 2008: Linking seed dispersal, germination and seedling recruitment in the invasive species *Berberis darwinii*. Plant Ecology 197: pp119–129.

<sup>3</sup> McAlpine, K.G.; Wotton, D.M. 2012: Survival rates of Darwin’s barberry (*Berberis darwinii*) seedlings in mixed beech-broadleaf forest in New Zealand. DOC Research and Development Series 329.



- d) Our experience in Wellington goes against the conclusions of the 2012 DoC paper and very closely aligns with the description of Darwin's barberry behaviour on the WeedBusters website and the summary in the Department of Conservation Dirty Dozen information sheet.
- e) Our observations are:
  - i. Darwin's barberry is far more resilient than gorse and it takes a very thick canopy to slow its growth
  - ii. Unlike gorse, Darwin's barberry will grow into the canopy to a height of around 5m, spread laterally and propagate new stands in this fashion. It will smother even fairly mature native trees.
  - iii. When cut back, it re-sprouts quickly. It will survive a poorly cut stump and applied picloram gel and needs repeat visits to suppress seedlings.
  - iv. Our work in Forest & Bird is generally with regenerating bush, which Darwin's barberry easily out-competes, rather than with established forest.
- f) Our experience is mainly anecdotal, although this does not mean it should be ignored or dismissed. However, we would like to see a scientific study carried out to determine whether Darwin's barberry, *in the Wellington region*, is only a temporary problem, as so many people seem to assume.
- g) In our 2018 review of an earlier draft of the Plan, we noted "Darwin's barberry is in DoC's "Dirty Dozen" worst weeds and we question the merits of devoting any resources to a revised Outer Green Belt Plan if Darwin's barberry is to be left unmanaged".

#### 4.3.2.1 Landscape character

##### *Exotic plants*

*"At the edges of the Outer Green Belt ... [exotic] as well as indigenous species could be planted ... for faster growth and to provide food and habitat for wildlife, provided the species is non-invasive in natural areas eg Eucalyptus species trees..." [4.3.2.1 Explanation para 3, page 45]*

- a) We strongly reject this suggestion; it would send an appalling message to landowners adjacent to the OGB. As well as undermining the native character of the Outer Green Belt forest, exotics such as pines and eucalyptus are considerably more fire-prone than natives and can attain a significant height creating two future hazards.
- b) With climate change now an accepted fact and the increasing frequency of drought and other extreme conditions, we should not plant exotics in our native forests — even at the edges.
- c) We have plenty of pioneer species that can withstand weather extremes and are relatively fast growing, they provide good ground cover and food for native fauna — it's what they do.

#### 4.5.2.3 Track network

##### *Dual use tracks*

*"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 ..." [4.5.2.3 (3) page 54]*

- a) We are deeply concerned about the default assumption that most tracks will be dual-use for walkers and mountain bikers. Not all bikers are responsible users of shared tracks; there are/will be sufficient numbers of irresponsible bikers to cause walkers, especially those more advanced in years and family groups with young children, to refrain from walking on these tracks. This would be a great shame as they are the people who would benefit greatly from the contact with nature. Forest & Bird walking groups are composed mainly of senior citizens.
- b) A person on foot, whether running or walking, who has once experienced an out-of-control biker coming round a blind corner at speed will be reluctant to use a shared track in future, even if no collision occurs. If the experience is repeated, the individual(s) will understandably become less and less likely to walk on these tracks in future.

*"... more than 70% of users on the OGB are usually on foot, engaging in a wide range of activities (walking, running, trap checking, orienteering etc ... correspondingly the vast majority of track network is available for on foot use ..."* [4.5.2.3 Explanation page 56]

- c) We note that WCC believes that 70% of its track users are walkers and more than 20% are bikers. It notes that the proportion of bikers has increased sharply and assumes that this is due to the increasingly popularity of biking. However, the percentage figure would also increase if fewer walkers were using shared tracks because of the fear of meeting a reckless downhill biker.

## **Conflict**

*"Elsewhere, new tracks are proposed to meet needs for improved access/loop routes, and in some cases to manage user conflicts ..."*

*"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)..."* [4.5.2.3 planning para 3 page 56]

We would like to see user conflicts avoided before they occur through appropriate design and planning in *all* cases, not just "some". There are bike-priority tracks through the Makara Peak Mountain Bike Park and there will be similar facilities in the future Porirua Adventure Park. Everywhere else, we consider there is a very strong case for always separating bikers and walkers, except possibly on major tracks where the tracks are wide and there is good visibility along the track.

## **Track variety**

*"... while [the OGB] can accommodate some ... narrow/wide/rough/smooth/steep/graded [tracks] ... not desirable, to have all these options everywhere ... and be cost-effective ..."*

[4.5.2.3 planning para 1 page 56]

Having a variety of tracks is part of the enjoyment of being in nature so we would not like to see the more difficult-to-maintain tracks either closed down or not built purely on cost grounds.



## Capacity and control

*"... have been building unplanned and unsanctioned tracks ... can lead to proliferation ... user conflict ... environmental damage , ... track building is to be authorised first by Council ..."* [4.5.2.3 planning para 5 page 56]

*"At some stage, the limit of desirable track capacity will be reached ..."* [4.5.2.3 planning para 4 page 56]

- a) We are surprised that unsanctioned track building on public land has been occurring unchecked whether with good intention or not, and welcome the rather belated requirement for Council to approve new tracks and any modification to existing tracks.
- b) We would like to see rules around the density of the track network within a defined area ie track length/area per hectare. Council has similar rules for their recreational parks. Furthermore we would also like to see a definition or statement of what "desirable track capacity" means.

### 4.6.2.6 Outer Green Belt Identity

#### Strategy

*"Develop a visual identity for the Outer Green Belt to ensure consistent and appropriate style in site development features eg park furniture and signage that reflects a low-key, natural character ..."* [4.6.2.6 Action page 69]

*"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."* [4.6.2.6 Explanation page 69]

*"It is arguable that it contributes Wellington's top ranking in the 2018 Deutsche Bank liveable cities survey ..."* [4.6.2.6 Explanation para 1 page 69]

*"Greater appreciation of what it does for Wellington ... will be important in its protection and management over coming years, in the face of pressures for urban growth."* [4.6.2.6 Explanation para 1 page 69]

*"The development of a visual identity that can be used in signage, maps and other information will help to raise recognition of and awareness of the whole Outer Green Belt. The visual identity can also be quite subtle, such as guiding the low-key design of site furniture appropriate to the Outer Green Belt's rugged, natural character."* [4.6.2.6 Explanation para 2 page 69]

- a) We support the policies listed under this heading and the consequent action. However, the way this action is implemented will have a considerable impact on its success.
- b) We agree with the points made in the explanation and especially the key elements of the strategy as expressed in the extracts above.
- c) Managing the conflict of urban growth pressure on the OGB and getting the aesthetic design of the visual identity right are of crucial importance.

## 5 Rules of use and development

### 5.2 Rules – Objectives

*"1. Manage activities for the use and development on the Outer Green Belt ..."*

This section calls for the management of activities in a way that recognises and protects key landscape, natural values etc. [5.2 rules - objectives page 76 (a)]. There is no specific mention of biodiversity or wildlife corridors. It would be good for the objectives to be more specific.

Rather than manage “use and development” — which is a means — the objectives should be to:

- a) Protect and preserve the biodiversity of the fauna and flora of Wellington, and
- b) Provide for the enjoyment and recreation of the people of Wellington subject to protection of the key values of the OGB.

### 5.3 Rules – policies

*“Maintain discretion over new activities and utilities to avoid or limit impacts on the environment ...”*

- a) The policies in this section are fairly permissive without strong statements to give confidence that decisions will protect nature and biodiversity and limit impact. The policies are currently too open for a controlling authority. For example “maintain discretion” [5.3 (3) rules – policies] should be “new activities or utilities **will not impact on ... or have limited impact**”.
- b) Provisions allowing permanent and temporary use of the OGB need to be stronger with clear criteria to guide decision making

#### 5.3.2.4 Leases Licences and concessions [Page 80]

*“... sporting activities that require ... use of purpose-built ground surfaces, such as a playing field ...”*

- a) The listed activities in this section in many cases are more applicable to parks in the City than the ‘wild eco-corridor’ of the OGB. The wording in clauses 2 and 3 is far too wishy washy. “In general” is not strong enough.
- b) There should be a complete ban on buildings and any other structure unless these are essential for the well-being of the people of Wellington or the management/use of the OGB and cannot be located elsewhere.

#### 5.3.2.9 Public Utilities

*“... it cannot be reasonably located elsewhere...”* [5.3.2.10 (1) b Public utilities page 82]

It is too easy for reserve land to be seen as a cheaper option to buying land outside reserve areas. The criteria “**cannot be reasonably located elsewhere**” [5.3.2.10 1b] needs to be very specific and state that they **cannot** be located outside the OGB — ie it is not realistically possible to be located elsewhere or there is no alternative solution e.g. power pylon or share a facility.

#### 5.3.4.3 Botanical enhancements [page 86]

We support this provision provide these ‘enhancements’ do not include gardens or anything that would lead to assumed ownership as has happened in the past on Town Belt land — and further that the enhancement is compatible with Wellington’s native biodiversity.

## 6.1 Sector 1 Te Ngahere-o-Tawa / Redwood

### *Plan continuity*

- a) The title of this sector has changed and so too has its boundary with Sector 2 which has also had a name change. The current sector boundaries and their names are meaningful because they refer to the names of the prominent ridge lines that make up the Outer Green Belt. The natural geographic boundaries they create provide separation between settlements and gives each a character and 'sense of place' that is unique to that community. This diversity is why Wellington is an attractive place to live.
- b) A great deal of thought went into the structure of the 2004 document and we see no reason for changes in name and boundary. We would like to see a continuity of sector boundaries and names between this Plan and the 2004 document, with Sector 1 as Spicer and Sector 2 as Best's Ridge or alternatively replaced by their Māori names.

### *Marshall Ridge*

*"The native forest in Redwood Bush is strategically located to enhance new reserves likely to be created along the Marshall Ridge under the 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 ..."* [6.1.1.2 para 1]

*"The OGB reserves ... will play an important urban containment role ... and recreational resource for the new urban development.. New road networks could improve access to the OGB reserves ..."* [6.1.1.3 para. 3]

*"... residential development may extend ... from Churton Park and potentially over Marshall Ridge ... and likely to include a future road connection Redwood [Tawa] and Churton Park ..."* [6.1.1.3 para 3]

- a) Marshall Ridge is a prominent feature of the Tawa basin and is currently covered by Forestry and, as in the case of Karori Park's macrocarpas, is providing wildlife habitat. It is one of the few places left and possibly the best to enable ecological connection between the South Coast and Hutt Valley (via the OGB and Belmont Park) as recognised in 6.1.1.2 para 1.
- b) The ridge should be retained along its length as an unbroken green space. Keeping this area covered by plantation or native forest protects the ridge line; maintains wildlife habitat; continues as a 'carbon sink'; and retains the character of Tawa with its strong local support for the surrounding forested hills.
- c) The text proposes a series of 'stepping stones' but is not explicit about what is meant by this term. Our interpretation is that the forested ridge will be reduced to small pockets of recreational space interspersed by housing and roadway (accompanied by pests and domestic cats). We would like more detail about the 'stepping stones' of reserves.
- d) We fail to see how roading and residential housing on this ridge could possibly enhance the existing ecological value and importance of this ridge.

#### 6.1.1.4 Forest plantations

##### *Spicer Forest / Te Ngahere-o-Tawa*

##### ***Pine removal***

*"... it is therefore proposed to progressively remove in stages a significant proportion of the plantation trees and re vegetate the sites with natives ... [6.1.1.4 para 2]*

*"The objective is to establish a native vegetation canopy over the disturbed sites as quickly as possible ..." [6.1.1.4 para 2]*

- a) The understory of the Spicer / Te Ngahere-o-Tawa reserves is well developed and surprising clear of weed infestation. The proposed progressive removal of the pines is at odds with the Council's established policy of letting such trees age naturally and fall over and we feel the reason for not following this approach is weak, the time factor being a minor consideration in the lifetime of the OGB.
- b) We would like to see the transition to a native forest occur naturally as is already happening. We are particularly mindful that disturbing the canopy and providing a light well will invite exotic species not currently present being inadvertently introduced — notably Darwin's barberry and cherry.
- c) Why take that risk and create a problem which currently does not exist? By leaving the trees intact they will continue to provide a carbon sequestration service to mitigate the climatic change. When we look at other sites it is very clear that *"as quickly as possible"* is several decades.

#### 6.1.1.6 Recreation and access

##### ***Nature's space***

*"... local communities have had poor access up onto the ridge ..." [para. 1 page 92]*

We appreciate that public access is important and needs to be provided however there are some places along the OGB that should be difficult to access 'nature reserves' where the fauna is left undisturbed. Examples of this can be found where DoC has establish sanctuaries on islands and other DoC sites. There is no reason why this should not be the case for the OGB.

##### ***Mountain bike tracks***

*"Porirua City Council announced plans for a \$21m adventure park development in the Rangitui/Colonial Knob area ..." [para. 2 page 92]*

- a) The adventure park development mentioned on page 92 in the Rangitui/Colonial Knob DoC scenic reserve includes a mountain bike trail through the old growth Tawa remnant. This was opposed by Forest & Bird and is an example of how recreational interests (in this case commercial) continue to override protection of forest remnant and restoration efforts by use of the idea of 'balance' as the criteria.
- b) In view of the Porirua adventure park development we do not support the provision of additional mountain bike tracks in the vicinity of Kiwi Crescent.

##### ***Parking and access***

*"... a secondary entrance will be developed [in Kiwi Crescent]... which can then provide drive-on access ... suitable for a pleasant picnic area and parking." [para. 2 page 93]*

- a) We endorse the views expressed by FOTB in respect of access and management of the reserves and we oppose the provision of a car park and playground in Ngahere-o-Tawa at the Kiwi Crescent access point as quite inappropriate. We would support an educational nature walk in place of a carpark and picnic / playground. Larson Crescent reserve is close by and could be upgraded with playground equipment.
- b) We suggest that a track access at Westwood road could be a viable option for walking access to Te Araroa Walkway with an existing connection to Colonial Knob Walkway and Spicer Botanical Park. This access point could include parking space

| section | action | comment                                                                                                                                                                                                                  |
|---------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6.1.2.1 | 4      | Include the Marshall Ridge as integral to the OGB ecological connecting link to Hutt Valley                                                                                                                              |
| 6.1.2.2 | 3      | Plantation forest clearance not needed and not supported                                                                                                                                                                 |
|         | 6      | The time allocated to propagation plants from seeds collected for in-fill planting is unrealistic. We do not agree with the tree removal.                                                                                |
|         | 7      | The survey needs to include bats                                                                                                                                                                                         |
|         | 8      | Not required if plantation extraction is not undertaken                                                                                                                                                                  |
|         | 11(a)  | A plan to prevent Darwin's barberry from being introduced into the reserve                                                                                                                                               |
|         | 12 (a) | Educate neighbours to remove known invasive and banned plants from their property                                                                                                                                        |
|         | 13     | Add the words "and remove pest plants from their sections"                                                                                                                                                               |
|         | 15     | Alter to monitor the progress of the indigenous vegetation with the exotic forest trees left <i>in situ</i>                                                                                                              |
| 6.1.2.3 | 1      | Amend action to secure the Marshall Ridge along its length between Willowbank road and Brasenose Park. To retain the existing forested area and rezone as a scenic reserve A.                                            |
| 6.1.2.5 | 5      | Refer to comments                                                                                                                                                                                                        |
|         | 8      | We don't believe that a dog exercise area is in keeping with the primary function of the OGB as an ecological corridor containing an abundance of wildlife of which dogs are a serious threat. Dogs also disperse seeds. |

## 6.2 Sector 2: Ohariu Ridge

### **Potential**

*"There is huge potential for ecological restoration and catchment protection in this sector ..."*  
[6.2.1.3 Nature para 1 page 107]

We agree that this sector has a “green fields” opportunity to get it ‘right’ with greatest potential to rival the Ōtari-Wilton suburbs in terms of access to and involvement with a nature lush environment.

### **Ecological links**

*“There is potential for further restoration in the little gully system ... expanding out from the tiny remnants ...” [6.2.1.3 Nature para 2 page 107]*

- a) In general we support the actions proposed to create further links across this sector. In particular, we note that the Upper Stebbings Valley is an area where further environmental progress can be made as development proposals are considered. We note that this area is mentioned in **Actions** — 6.2.2.1(2); 6.2.2.2(1) & (3) & (5); 6.2.2.3(1) & (2); 6.2.2.6(1).
- b) As clearly stated in the draft Plan, this is the sector of the Outer Green Belt that is most “patchy”, with distinct gaps in its continuity. In the light of this, the acquisition of the property at 268 Ōhāriu Valley Road is commendable.

### **Grassland**

*“... 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 development options of the 268 Ōhāriu Valley property are being considered ...” [6.2.1.3 Nature para 3 page 107]*

We would like to see the grassland currently ‘pasture’ transformed to grassland of native species which will encourage the establishment of an increased diversity of invertebrates attracted by the native flora; this in turn will greatly enhance the habitat for lizards.

### **Dogs**

*“Make provision for dog exercise areas when planning the future reserve network in this sector ...” [6.2.2.6 (7) page 111]*

In regard to exercise areas for dogs we are assuming that these areas will be on the periphery of the OGB and not an integral part of it because of the danger dogs represent to wildlife.

### **Upper Stebbings Valley**

Our primary concerns are covered in the comments under 6.1 Sector 1 with regard to the Upper Stebbings Valley’s development and its likely impact on the existing Marshall Ridge/ Glenside ecological connection. Our other concerns about this sector are those which we have raised generally in our comments relating to Sections 1–5. We have no other sector-specific concerns to raise.

## **6.3 Sector 3: Kaukau**

### **6.3.2 Overview**

*“... this is a long established section of the Outer Green Belt ...”*

*“... Council is working ... to secure public ownership of land for the Outer Green Belt that will encompass The Crows Nest and connect Huntleigh Park with reserve land on the main ridge and additional reserves ... The areas have significant ecological values associated with remnant native forest ...” [6.3.2.1 Land administration para 2 page 117]*



The additional parcels of land described in this overview is music to our ears. We are delighted with the progress being achieved in their acquisition by Council.

### 6.3.2.2 Nature

#### *Weeds*

*"... this sector holds some of the most important forest remnants in the city ..." [page 118]*

*"... Darwin's barberry is visible in this sector with some large infestations on the upper slopes north and south of Kaukau ..." [page 118]*

*"Given the extent of the infestation ... biocontrol appears the only viable option ..." [page 118]*

We have expressed our views about Darwin's barberry throughout this review and won't add to them in this section except to say bio-control is a management tool used to contain a plant and takes a long time to be effective. Council is gambling that the weevil being trialled will outpace the dispersal of this very hardy and aggressive plant. We don't share that optimism.

Forest & Bird along with similar minded community interests in this sector have taken on the task of public awareness and have initiated a concerted effort by volunteers to tackle this growing problem for Wellington.

### 6.3.3 Action

#### 6.3.3.5 Recreation

#### *Track network*

We acknowledge that tracks are the means of access; however, there can be too many of them which can destroy the 'wild' and remote aspect of being in a forest or on open ground. They are also a perfect avenue for pests, both animal and plant, to travel along.

We would like the Council to publish with this document a comprehensive map of existing and planned tracks across all sectors giving us the big picture for the OGB and know that the Council has an end-point in mind for track building.

### 6.4 Sector 4: Chartwell/Karori Park

#### 6.4.2.3 Grazing

*"... phase out grazing on Te Wharangi ridge and maintain grassland where desired on the tops by alternative means ..." [6.4.2.2 para 2]*

*"It is expected that ... secondary forest will gradually regenerate over the ridge top an outcome ... weighed against ... improved recreational experience ... that will mean a change in landscape character ... to link native vegetation across the ridge into the North Makarā Stream catchment ..." [6.4.2.2 para 2]*

We agree with the strategy.

#### *Viewpoints*

*"... the Johnston Hill look out, other viewpoints along the Skyline Track ... will need to be kept clear." [page 139]*

- a) We agree with allowing natural re-growth to occur. The beauty of nature is that the only constant is change. Instead of cutting ugly holes to maintain the status quo for “recreational experience” it would be better to work *with* nature and provide viewing platforms. These can be designed and constructed to merge with the vegetation — they are commonplace across New Zealand.
- b) This would be a wonderful way to have a magical tree-top experience. An inventive engineer could design the platform to be extendable and be added to as the forest grows. The stages of platform extension would provide an interesting way to record the growth.

#### 6.4.2.5 Recreation and access

*“... it is important to provide for walkers at Karori Park ... and make the main Wahine Track down through the ‘wild side’ for walkers only ...” [page 140]*

This addresses the concern we have about mixing mountain bikes with walkers.

#### **Chartwell Drive / Chartwell Bush entrance**

##### **Forest & Bird MoU**

*“This is the site of Forest & Bird’s proposed planting project but the remaining land offers a relatively open flat site — ....There is potential to provide a pleasant picnic and entry area with tracks to ... Skyline Track ... and Otari-Wilton’s Bush ... potential activities ... basic overnight camping ... More parking than the limited capacity currently at the road end would enable this area to be a main entrance ...” [page 140]*

- a) Forest & Bird has an MoU with WCC signed in 2015 for a project to convert an already existing wetland to a native wetland habitat for wildlife as one component but not the only one.
- b) The project also includes trapping and is primarily concerned with removing weed species and rubbish with some in-fill planting of species that would have naturally occurred in this location if it had not been modified. Picnic sites and a track to Otari-Wilton’s Bush are included in the Plan and so also is provision for a walkway across or around the wetland.
- c) The reference to parking in the text does not make it clear as to location of the parking space. We would like to be assured that it will not be on this reserve land. There is ample parking space at the entrance on Transpower land which WCC has an easement over and also on Chartwell Drive.
- d) We agree the open flat site is a rare commodity in the OGB and point out that a native wetland is also rare and of greater value to the OGB than horse grazing (or parking). The current grazing lease expires in October this year although the text implies that a new lease has been agreed in advance of that date.

| section | action | comment                                                                                                                        |  |
|---------|--------|--------------------------------------------------------------------------------------------------------------------------------|--|
| 6.4.2.1 |        | Gazetting of recent acquisitions as reserve need to identify scenic and recreation classes                                     |  |
| 6.4.3.1 | 1      | We conclude from the wording that WCC is contemplating using DoC reserve for parking — which if it is the case we will oppose. |  |



| section | action | comment                                                                                                                                                                                                                                                              |     |
|---------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| 6.4.3.2 | 7      | We assume the action refers to Chartwell Reserve. DoC does not permit the weevil on its reserves, the release is on Council land. We know from the GWRC expert that the weevil in sufficient numbers will slow the spread of Darwin's barberry but will not stop it. |     |
| 6.4.3.5 | 3a)    | Forest & Bird wishes to be included in this consultation process                                                                                                                                                                                                     |     |
| 6.4.3.6 | 3      | WCC to clear abandoned and rotting cars and household effects from Chartwell Reserve (Chartwell Bush)                                                                                                                                                                | new |

## 6.5 Sector 5: Makara

A minor note: The macronisation "Makarā" is used through the draft Plan, but there is no support for this form that we have identified in references. A W Reed's *Māori Place Names* (a widely used and respected source) does not include this form. Other sources suggest either "Makara" (no macron) or "Mākara", but "Makara" appears to be the most common form.

As a mountain bike park, the Makara Peak sector appears to have been extremely successful. However, this is not the only success factor that should be recognised — the Makara Peak Supporters Group has worked hard to ensure that one native tree has been planted for every one metre of new track cut. This has led to a richly biodiverse area of new planting which we are told has made the biking experience very different from that in most other bike parks around the world.

### ***Safety and restrictions***

*"All tracks in the mountain bike park are prioritised for mountain biking use ... meaning that walkers and runners on the shared route tracks are expected to give way to bikers ..."* [6.5.2.5 Recreation and access, Walkers and runners in the mountain bike park, para 1 page 161]

*"... tracks are further designated for downhill mountain biking use only for safety reasons ..."* [same reference as above]

Clearly, our remarks about conflict between walkers and bikers on shared-use tracks apply to this sector in the sense that walking is not encouraged and not permitted in some areas for safety reasons. Bikes have priority on this sector's tracks, unlike all other Wellington reserves.

### ***Skyline Track access***

*"The master plan ... seeks to encourage other recreational users, including local residents, to use the park ..."* [6.5.2.5 para1 page 161]

*"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 ... the Skyline Track was conceived as a continuous route along the ridgetops of the Outer Green Belt, so it should traverse Makara 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 ..."* [6.5.2.5 Recreation and access, Walkers and runners in the mountain bike park, para 2 page 161]

- a) The intention described in Capital Spaces, 1998 that a "...key uniting feature will be the creation of a continuous Skyline Track running from end to end ...". As stated in the Outer Green Belt Plan May 2004 it was a foundation concept. We strongly support the concept of a continuous ridge-top route, which we believe pre-dates the decision to make the Makara Peak sector into a mountain biking area.
- b) We are pleased that the Plan is addressing this Sector's connection to the Skyline Track and support the view that access for walkers to the Skyline Track or using the Skyline Track should not have to do so on tracks with mountain bike priority.
- a) As stated in the quoted extract from section 6.5.2.5, good signage will be key to achieving this. Also, as we have noted earlier, where clear signage is combined with adequate visibility along a sufficiently wide track, conflict between bikers and walkers is much less likely to occur.

## 6.7 Sector 7: Te Kopahou

*"... terrain is potential habitat for reintroducing kiwi under the Capital Kiwi project ..."* [6.7.1.2 Nature issues, Capital Kiwi page189]

Te Kopahou is the least developed part of the Outer Green Belt and therefore the one that, in many ways, offers the greatest opportunities. The most significant being the first site to have kiwi not only in the wild but in the OGB. However, there are a number of obstacles to overcome before this and other opportunities may be fully realised:

- i. **Sector size:** The sheer size of the sector, coupled with its ruggedness, makes it tough to manage effectively.
- ii. **Tracks:** There are relatively few tracks, making access more arduous than in other Outer Green Belt sectors.
- iii. **Coastal zone damage:** Public access by motor vehicles is causing considerable damage to the coastal zone along the south coast.
- iv. **Pest control:** Some neighbouring landowners appear reluctant to control pest plants (especially wilding pines) and pest animals (especially goats) such that any effort to control them in the OGB is ineffective along the boundaries with these landowners.
- v. **Landfills:** Parts of the sector are in use as landfills and two of these will continue to operate for the foreseeable future.

### **Sector size**

While the Te Kopahou sector is easily the largest part of the Outer Green Belt at over 1,100ha, its relative difficulty of access has allowed WCC in recent years to start to treat it as a scenic reserve. We are pleased that it intends to formally designate the area as such within the lifetime of the Plan. That said, the lack of tracks and the presence of locked gates make it difficult to manage incursions by vehicles, plants and animals.

### **Tracks**

*"The Te Kopahou Reserve is identified as a 'priority biodiversity site' in Our Natural Capital ..."* [6.7.1.2 Nature para 1 page 187]

*"A number of rare and threatened plant and animal species, and naturally rare or threatened plant species are present ... Some of the rarity and / or threatened status is due to species being naturally uncommon ..."* [6.7.1.2 Nature para 1 page 187]

- a) There are few tracks and most, being former farm tracks, are wide enough for 4WD vehicles. This means that they have adequate sightlines and width to be used as shared walking and bike tracks without too much conflict between the groups.
- b) We ask that when further tracks are cut in this sector, that they are either similarly designed for shared use having good width and sight-lines or when of insufficient width and/or lacking a good site-line they are designated as either walking tracks or bike tracks, but not both.
- c) The lack of easy access has allowed the vegetation in some areas to develop in unexpected ways. As noted in sub-section 6.7.1.2 Nature on p187, this has meant that the sector is highly significant ecologically.
- d) We welcome the actions listed under 6.7.7.2 that, when taken as a whole, address and will greatly improve the protection of the ecology in this sector from risk of further damage by ill-advised changes for recreational, new tracks and other purposes.

### ***Coastal zone damage***

- a) We have seen considerable damage being done in the coastal zone as a result of the public road being open 6 days a week. This includes:
  - i. Vehicles being driven at excessive speeds, putting the safety of walkers and bikers in jeopardy and increasing the rate of erosion of the road.
  - ii. Vehicles intentionally leaving the road, putting wildlife at risk and destroying vegetation.
- b) While education is always a preferred option to prohibition, this does not appear to be working and the environment is far too fragile to continue to be put at risk by inconsiderate or incompetent 4WD vehicle owners.
- c) We ask, therefore, that an action be included under 6.7.2.2 to close the road forthwith and that access be strictly limited to bach and land owners and others with a legitimate need to access the area. If this is considered too extreme, we ask that as a minimum the road is closed on Saturdays as well as Sundays.

### ***Pest control***

*"Introduced weed species such as gorse and Darwin's barberry are also prominent ..." [6.7.1.2 Nature para 2 page 187]*

*"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 ..." [6.7.1.2 issues page 189]*

- a) Pest invasion from neighbouring properties is a real problem, particularly where landowners do not share WCC's vision of a pest-free reserve. We welcome the new action (14) under section 6.7.2.2 to investigate the feasibility of a fence to exclude feral animals such as goat and pig.
- b) In particular, we note that Darwin's barberry is starting to become a greater pest in this area. Given the history of its spread throughout the rest of the Outer Green Belt, especially the northern sectors, we ask that top priority be given to pest plant (and pest animal) control. We note in particular the statement in the draft Plan on p189 that **"more resourcing is needed for controlling pest animals and plants"**. The emphasis with **bold** type is present in the original bullet point — the typographical

emphasise indicates the Plan's authors' recognition of its importance. (Such emphasis appears rarely, if at all, elsewhere in the draft Plan.)

- c) We have repeatedly argued and stressed the point that the earlier a problem is tackled, the less it will cost the Council over the long term. The Council has missed the opportunity to control Darwin's barberry and other pest plants in the northern sectors to the point now where it has become so large as to be "overwhelming".
- d) We learn through our mistakes and the "stitch in time" approach is therefore particularly relevant for this southern sector. If Darwin's barberry is permitted to persist unchecked, its removal could be nigh impossible in the future in the harsh conditions and rugged terrain of the south coast. Its removal is urgent in this sector.

#### Landfills

*"North of the Te Kopahou Reserve area, within the landfill designation, are three landfills ..."* [6.7.1.1 Land status, para 2 page 186]

*"The C&D landfill designation area ... allows for expansion ... remedial planting that was done under the earlier consent will be covered over ..."* [6.7.1.1 Land status para 4 page 186]

*"The [C&D] 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.**"* (our emphasis) [6.7.1.1 Land status para 4 page 186]

- a) The presence of 3 landfills adjacent to or within the sector is noted. A full discussion of these areas is probably outside the scope of this draft Plan, but we welcome Council's commitment to waste volume reduction [6.7.1.1 Land status para 3 page 186] and urge this process be accelerated to reduce waste going to the Southern Landfill.
- b) We do expect the Council to be monitoring the C&D/ Burrells landfill for its compliance to the grant consent conditions and note that Action (2) under 6.7.2.3 Landscape and land use, p195, addresses this matter. The action however is couched as a 'review' to 'ensure' compliance. *We would like to see an additional action to enforce compliance if necessary.*

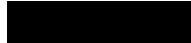


# ARAC Executive

The Executive Committee of Akatarawa Recreational Access Committee Inc.



Council of Outdoor Recreation Associations of New Zealand Inc  
Wellington



Public Access New  
Zealand Inc.



Dunedin 9054  
New Zealand

## Submission to the Draft Outer Green Belt Management Plan 2019

To help simplify Council's review of submissions, this submission is made on behalf of three organisations all holding similar views:-

- Akatarawa Recreational Access Committee (ARAC)
- Council of Outdoor Recreational Associations of New Zealand (CORANZ)
- Public Access New Zealand (PANZ)

ARAC is a Wellington-based Registered Charity representing some 3,500 recreational users from many disparate sporting codes. Membership includes walkers, horse riders, mountain bikers, Trail Bike riders and 4WD drivers. ARAC has had a long interest in the Wellington South Coast.

CORANZ is a national body composed of National Organisations to form a body representative of the whole. Membership includes fisher folk (both fresh water and sea), hunters, deer stalkers and motorised recreation. Affiliated and Membership of representative users exceeds 100,000 persons

PANZ is a non-registered charitable trust. Management is vested in a board of trustees from throughout New Zealand, all with strong commitments to furthering the interests of outdoor recreationists.

- PANZ bases its advocacy on research, clear objectives, and a determination that comes from first-hand knowledge and love of the outdoors. We collaborate with kindred organisations who share our concerns.
- PANZ advocates rights of access for all forms of public recreation.
- PANZ is tackling issues central to the concerns of recreationists throughout New Zealand.

This submission is concerned solely with the legal road running from Owhiro Bay through to Oteranga Bay which appears upon cursory inspection to bear the name Owhiro Bay Parade. Whether a road be formed or unformed, nonetheless it has the same legal status with the public's right to pass and repass unhindered.

For well over 40 years, we are aware of the closure of the gate at Owhiro Bay on Sundays. Different periods have been tried over the years, but currently this is from around 9am to 6pm. None of our Member Organisations have opposed this which although technically illegal, appears to be a pragmatic solution and has worked well for a very long time.

However, the consultation document contains several options for consideration that go way beyond this simple one day closure. These are likely to see opposition and we would draw your attention to the Decision of the Environment Court of 9<sup>th</sup> April 2003, Decision No. W21/2003 between Upper Hutt City Council and one of our submitters



ARAC (available at <http://arac.org.nz/index.php/assets/Downloads/decision.pdf>). Here the need for Public Access to the unformed road was recognised as paramount and is now enshrined in New Zealand Common Law.

We would go further and argue that the proposal to extend the Outer Green Belt to the high water mark would place the road within the Outer Green Belt and the possibility of future more zealous Council Officers attempting to somehow treat the road as part of a reserve. The road belongs under the purview of the Roding Manager and nowhere else. Its legal classification will remain Road Reserve until (or when) it is changed by public consultation – currently in terms of Section 342 of the Local Government Act 1974.

**Therefore we must oppose the extension of the Green Belt to include the road.**

We are aware of occasional conflicts along the start of the road as far as Devils Gate, and also illicit activities of a minor element involving usually unregistered and unwarranted dirt bikes and quads ploughing up vegetation.

However, that is a matter for the constabulary to deal with, not Council. Poaching is an additional matter for MPI to deal with.

Similar motorised problems abounded in Horowhenua along Foxton Beach. Strict policing and enforcement of both vehicle registrations and a Council imposed 30kph speed limit has made the area far more enjoyable for all concerned. Perhaps WCC could look for closer liaison with Police and perhaps creating a similar speed limit along the road.

It would also be prudent for Council to engage in meaningful dialogue with all users (including commercial operators and bach owners) in a round table to discuss possible mutually beneficial solutions rather than a broad-brush approach through this plan which already has many complex issues to be resolved.

It should be noted that even walkers create problems at times, staying in the centre of the road and refusing to move as a vehicle approaches. This has been observed many times, and those with loud music blaring in their ears are totally oblivious of traffic.

Separating pedestrians, cyclists and motor vehicles by distance would be good, however we understand the discussion document dismissing this as impractical. Nonetheless, there may be part of the road where this could work and it should be reviewed if possible.

Some of our Member Organisation have a long voluntary working relationship with WCC. Notably Cross Country Vehicle Club have been involved in beach clean-ups and planting programmes. CCVC have always invited other organisation to participate and support has been enthusiastic. Such arrangements are to be encouraged and could even be expanded to the many other recreational groups using the area.

Should the option be available, we wish to make further oral submissions. We would only require one speaking slot for all three organisations represented here.

For and on behalf of:  
ARAC, CORANZ, PANZ



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25 March 2019

TO: outergreenbelt@wcc.govt.nz

FROM: Otari-Wilton's Bush Trust, 160 Wilton Rd, Wilton

## SUBMISSION ON DRAFT OUTER GREEN BELT MANAGEMENT PLAN

### INTRODUCTION

1. The Otari-Wilton's Bush Trust (OWBT) is a public charitable trust made up of people who care deeply about Ōtari's forests, the development of its significant botanical collections, and the innovative conservation research now underway at the Lions Ōtari Plant Conservation Laboratory. About 100 of our 400 members contribute as volunteers to maintenance and visitor services at Ōtari through predator control, weeding, restoration planting, weekend hosting in WCC's visitor centre, and providing guided tours to locals and international visitors.
2. The Otari-Wilton's Bush Trust welcomes this opportunity to comment on the Draft Outer Green Belt Management Plan (the Draft Plan).

### ADDITION OF MACRON TO ŌTARI

3. We were surprised to find a macron had been added to the "O" in Ōtari as we did not know this was under consideration. We have no objection to the change but would like to understand the relationship between Council's Open Space Naming Policy, Whakaingao Whenua Mahorahora, (4.4.2.3) and any statutory or regulatory processes associated with formal name changes, e.g. approval by the NZ Geographic Board, approval by the Minister of Conservation.
4. The Trust will need to consider the implications of the macron for its own name, its Trust Deed and for its publications, website etc. We would like some assurance that Council will make the necessary arrangements with search engines such as Google so that international users will still be able to find Ōtari websites even if they are not aware of the need for a macron.
5. Given that the Trust has not yet made a decision about changing its name, this submission uses the macron when referring to Ōtari-Wilton's Bush as a place, but uses the spelling in the Trust Deed for the name of the Trust.

### VISION

6. We like the vision, i.e.: *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.*
7. We recommend Council reinforce the role of the Outer Green Belt in defining the city's urban edge in the District Plan.

## LEGISLATIVE MANDATE AND PURPOSE

8. The Draft Plan acknowledges, (p.7), that it has been prepared under the provisions of the Reserves Act 1977, but the diagram on page 10 shows the starting point as *Wellington towards 2040 – Smart Capital*. (Its date is 2011). Please revise this diagram with the Reserves Act as the starting point to show that the management plan is a statutory document, and not a strategic/non-statutory document.
9. We would expect the final Plan to be more closely aligned with the general purposes of the Reserves Act (s.3) as in the following box.

### Reserves Act Section 3

General purpose of this Act

- 1) It is hereby declared that, subject to the control of the Minister, this Act shall be administered in the Department of Conservation for the purpose of:
  - a) providing, for the preservation and management for the benefit and enjoyment of the public, areas of New Zealand possessing:
    - i. recreational use or potential, whether active or passive; or
    - ii. wildlife; or
    - iii. indigenous flora or fauna; or
    - iv. environmental and landscape amenity or interest; or
    - v. natural, scenic, historic, cultural, archaeological, biological, geological, scientific, educational, community, or other special features or value:
  - b) ensuring, as far as possible, the survival of all indigenous species of flora and fauna, both rare and commonplace, in their natural communities and habitats, and the preservation of representative samples of all classes of natural ecosystems and landscape which in the aggregate originally gave New Zealand its own recognisable character:
  - c) ensuring, as far as possible, the preservation of access for the public to and along the sea coast, its bays and inlets and offshore islands, lakeshores, and riverbanks, and fostering and promoting the preservation of the natural character of the coastal environment and of the margins of lakes and rivers and the protection of them from unnecessary subdivision and development.

10. We were puzzled by the second Purpose of the Draft Plan, i.e. “to promote shared recognition of the Outer Green Belt’s importance to Wellington”. This promotion could be undertaken without delivering any benefits to the OGB or its flora, fauna, natural communities, habitats, landscapes or visitors.
11. We were puzzled by the third Purpose, i.e. “to promote co-operation between the Council, neighbours, stakeholders and the community in regard to managing the Outer Green Belt”. There are many different communities in Wellington with differing interests in, and aspirations for the Outer Green Belt. We question whether producing a management plan of over 220 pages will promote co-operation between these different communities. How does Council intend to “promote co-operation?”
12. We recommend re-writing these two purposes as objectives and including them in Part 4.6 (Community and Identity). They are not appropriate as purposes of a statutory management plan under the Reserves Act.

## NATURE

13. This Draft Plan is the first management plan to be prepared since the release in 2015 of the *Our Natural Capital*, Council's biodiversity strategy and action plan. We had expected the Draft Plan to be aligned more closely with *Our Natural Capital*. We found it difficult to get a sense of how Council intends to implement its biodiversity strategy and action plan on the Outer Green Belt. How do the many sections in the draft nature section of the Draft Plan fit together to "protect and connect nature"? What are the priorities? How will you know if you have been successful?
14. We liked the way that Section 4.2. (Nature) started by defining and constraining the purpose of this section. It says: "The focus in this section is on 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 OGB. Other sections cover what this means for user experience, landscape values, wellbeing etc."
15. But almost immediately, the three objectives in 4.2.1 introduce wider purposes including enhancing mauri, exercising kaitiakitanga, retaining open grassland for recreation and landscape purposes, and contributing to the city's resilience through ecosystem services. We think Objective 4.2.1 (1) and the first part of 4.2.2(2) may provide sufficient coverage for a section on nature for nature's sake.
16. Officers have crafted forty-two policies and actions to provide a "consistent policy, management and decision-making framework for WCC's OGB reserves"<sup>1</sup>). These are set out under 8 themes, (caring for nature, streams, wildlife, indigenous flora and planting, weeds and pest animals, fire, ecological values on private land, and resilience-ecosystem services). Given the intent to focus on nature for nature's sake, a structure drawn from *Our Natural Capital* may provide more clarity about what Council intends to implement its biodiversity strategy on the Outer Green Belt. We suggest basing the structure on "protect", "restore" and "research", i.e. three of the four strategic themes in *Our Natural Capital*.
17. The seven management sectors introduce more nature-related actions. Descriptive text also refers to a restoration planting strategy and programme on p.39, and city-wide biosecurity management on p.41. When will these documents be available on Council's website?

### WEEDS 4.2.2.5

18. Council appears to have pre-determined its investment in weed control for the 10-year term of OGB Management Plan, saying on p.42. "Since 2005, weed and pest animal control in the OGB has been prioritised in areas of high ecological management. However, available resources limit the extent of weed control that can be carried out". There does not appear to be any limit on the funding that can be allocated to controlling carnivores, herbivores and omnivores.
19. The Draft Plan (4.2.2.1) signals that Council will review weed management programmes on the OGB and identify gaps in habitat type or species protection. We strongly support this proposed review as the latest weed management plan was released in June 2005. Please ensure that the results of the review will be available so funding for implementation can be considered as part

<sup>1</sup> From 1.1.2, the purpose of the Management Plan.

of public consultation in the next review of the LTP. Weed control is fundamental to protecting and connecting nature (indigenous ecosystems) on the OGB.

20. We expect Council to ensure sufficient operational funding is available to achieve observable improvements in the health of “nature” (indigenous ecosystems) on the Outer Green Belt over the next 10 years.
21. Text in 1.1.7, p.11 suggests the public has the opportunity every three years as part of the LTP consultation to provide submissions on the proposed programmes of work. The structure of the LTP consultation in 2018 linked Resilience and the Environment, and sought public reaction to specified proposals, including waste water, storm water, and security of water supply. Projects for enhancing predator control through trapping and funding for Predator Free Wellington were proposed, but there was no suggestion of even small increases in funding for the control of weeds, herbivores and other predators. How does Council intend to modify its LTP consultation processes to make it possible for Wellingtonians to express their support for increased funding for weed control?
22. Appendix 6 in *Our Natural Capital* lists 83 pest plants in the city. On the Outer Green Belt, some weeds will be more problematic than others (environmental weeds). More complete data are available about weeds at Ōtari. The Ōtari Bioblitz in March 2007 identified 153 adventive vascular plants (weeds) in the natural areas. It’s likely there are now more as increasing bird numbers since 2007 will have been bringing in more weed seeds.
23. The Trust is concerned about the threat posed to the Ōtari ecosystems by the lack of weed control in the Karori Cemetery. Weeds such as Darwin’s barberry, tradescantia, old man’s beard, ivy, blackberry and convolvulus continue to proliferate with no apparent attempts being made to control their spread.
24. We were reassured by the description of the prioritisation process for weed control on p.42, e.g., prioritising control of Darwin’s barberry in Te Kopahau where its distribution is still limited. It was, however, disheartening to read that Darwin’s barberry is now so widespread on the ridgetops of Wrights Hill and Te Wharangi ridge, that “control is not possible at this time”. How does Council propose to limit the spread of Darwin’s barberry by birds from these areas into other parts of the OGB and city, including private land?
25. We were pleased to see that WCC and GWRC will investigate increased boneseed control on the coastal escarpment in Te Kopahau. GW has produced impressive statistics about the effectiveness of its aerial boneseed control programme.

#### **MYRTLE RUST**

26. Myrtle rust has reached Wellington, and the OGB’s position in the path of westerly winds from Australia means further invasions from across the Tasman are likely. The Draft Plan does not explain Council’s role in managing the myrtle rust threat.

#### **THE RELATIONSHIP BETWEEN THE DRAFT PLAN AND THE MANAGEMENT PLAN FOR OTARI-WILTON’S BUSH**

27. We are very concerned about policy 4.1.2.3 (1) on page 36 which says:

“When 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 review of the older plan(s).”

28. We have always regarded the Wellington Botanic Gardens Management Plan 2014 (WBGMP) as the overarching planning document for Ōtari. We don't think the OGB Plan should be able to trump the WBGMP in decision-making about Ōtari.
29. Policy 4.3.2.1 (6) in the Draft Plan illustrates our concern. It says “provide for exotic tree species to be planted where appropriate for amenity, recreation and wildlife habitat purposes”. BGWMP (page 57) says “*OWB is the only botanic garden in New Zealand dedicated solely to native plants...*”. We cannot anticipate any situations where it would be appropriate to plant exotic trees in Ōtari-Wilton's Bush. We ask that the policy for planting exotic trees includes a specific exemption for Ōtari-Wilton's Bush.
30. There is no information about the types of exotic trees that officers may regard as appropriate to add to Outer Green Belt land for amenity, recreation and wildlife habitat purposes. And if exotic trees, why not exotic shrubs and ground covers?
31. The words “where appropriate” are not sufficiently reassuring when we recall that *Banksia integrifolia* (a potentially weedy Australian native) was planted in Zealandia to provide food for its expanding bird populations. (Fortunately the banksias were removed before banksia seeds started invading new sites).
32. We wonder why Council has not signaled its intent to investigate and pursue opportunities to obtain funding from central Government's *One Billion Trees Programme* to plant more indigenous trees and shrubs throughout the OGB. Many of the benefits associated with this programme are compatible with Council's vision for the OGB.
33. We also noted an apparent conflict between Policy 4.3.2.1 and the assessment criteria on page 2 of the undated Wellington City Council's *Guidelines for Community Gardens* which states that “*Community gardens are not appropriate in Coastal Management Areas, or in Wellington's Outer Green Belt.*” This indicates that neither fruit trees nor nut trees, not even a lemon tree, could be grown in a community garden on the OGB, but that trees with colourful autumn foliage, or trees that flower in spring may be appropriate for their amenity values.

## TRACKS

34. Another reason for concern about policy 4.1.2.3 is the series of policy shifts made by Council in recent years to allow mountain-bikes on more of Wellington's walking tracks. Special provisions in the *Open Spaces Access Plan 2016* retain Ōtari walker-only status, but we fear under policies 4.1.2.3 and 4.5.2.3 (3), shared foot and bike-based use could soon become the standard policy.
35. The closer that authorised mountain-bike use gets to Ōtari, the more tempting it must be for mountain-bikers to make exploratory side-tours into Ōtari. New downhill tracks and easier gradients come with high risks of destruction of vegetation and erosion, often followed by calls for more infrastructure and services to make it easier for cyclists to reach the starting points for one-way, downhill tracks.

36. We had hoped that Council's commitment to the 10-year Master Plan for Makara Peak Mountain Bike Park (2017) would satisfy the wants of mountain-bikers for a decade or two, but the Draft Plan includes at least two proposals that may result in increased mountain-bike activity near Ōtari. We oppose both of these proposals:

- three new Grade 5 downhill mountain bike tracks in the pine plantation above Karori Cemetery (6.4.3.5. p. 143)
- (continue to) develop well-graded side tracks to bypass very steep sections of existing tracks, especially the 4WD sections of the Skyline Track (4.5.3.3).

37. We are also concerned about recent reports that some tracks within Ōtari have already been opened to mountain bikes as a result of decisions made after consultation on the Open Spaces Action Plan (2016). We urge Council to produce clearer maps for Sector 4, that show the boundaries of Ōtari in relation to the Skyline Track, Johnston Hill and Karori Cemetery.

38. We ask Council to take a more determined approach to enforcing compliance with the "no mountain-bike" provisions of the WBGMP, for example:

- early implementation of additional signage as in bullet points 8 and 9 of 6.4.3.5
- introducing occasional enforcement checks – sufficient time has lapsed to allow for education/voluntary compliance to work if it were going to.
- observations using hidden cameras or drones to identify people involved in unauthorised track construction activity.

39. We recommend deleting the words "being steep and narrow" from bullet point 9, as these qualities are not the only reason for the closure of Ōtari tracks to mountain bikes. The tracks in Ōtari are among the few tracks in Wellington where walkers can, in theory, walk without having to be ever-ready to get out of the ways of mountain-bikers. "Steep and narrow" could tempt more mountain-bikers to explore tracks in Ōtari.

40. We offer provisional support for a walking-only track to connect the Chartwell Bush area to Ōtari-Wilton's Bush (6.4.3.5.2b). Our reservation comes from a rule in 5.3.1, p.77 which identifies "the movement of horses through management sectors 1 and 2 and at Chartwell." We don't want horses venturing into Ōtari, introducing more weed seeds in their droppings.

## **DOGS**

41. Most dog-walkers in the gardens at Ōtari keep their dogs on leashes, or can pull out a leash if reminded of the rule, but on Ōtari forest tracks, non-compliance by some dog-walkers with the "dogs must be on leashes" provisions of the WBGMP is an on-going issue.

42. More fenced dog-exercise areas are needed. Different messaging may also be effective, e.g.:

- dogs can be poisoned by eating karaka fruit and possum bait
- dogs can be injured in collisions with mountain-bikes

- Wellington's chances of gaining permission to release kiwi into the wild near the city may be reduced if the numbers of unleashed dogs seen on the OGB and in parts of Ōtari is not reduced to zero.

## **FIRES**

43. Section 4.2.2.6 lists four ways of managing fire risk followed by just five lines of explanation that note that there will always be risk of fires from lightning strikes and people causing inadvertent or deliberate fires. The frequency and severity of fires caused by lightning is likely to increase with climate change.
44. We would like the final Plan to record more details of Council's preparedness to manage large wild fires in different parts of the OGB, especially if fires are threatening residential and farming properties at the same time. For example:
- Are maps of the OGB readily available at fire stations showing the most practical routes for getting fire trucks into the more isolated areas with limited road access and difficult terrain? Perhaps the big trucks can't get there.
  - Does Wellington have adequate aerial capacity and capability to assist on-the-ground fire-fighters?
  - Are aircraft able to refill tanks from the reservoirs in Zealandia or will they have to go to the harbour or south coast?
  - Have plans been developed for different scenarios, e.g., a large passenger plane crashes into a high ridge, or vandals set fire to abandoned cars, or a gas burner explodes in a freedom camping area?
45. The Plan says that Council proposes to plant fire-resistant species in areas of high fire risk, but gives few details of areas with high fire risk, or the fire-resistant species that will be planted in different habitats. Perhaps this information is in the city-wide restoration planting strategy and programme? We would also like to understand the relationship between this proposal and Policy 4.3.2.1 (6) in the Draft Plan which makes provision for the planting of exotic tree species such as eucalypts.
46. We agree the taller rank grass which is likely to emerge in areas where Council's intention is to stop grazing is likely to be a higher fire risk than shorter grazed pasture grasses.

## **OUTCOMES FOR OPEN TOPS**

47. The objectives in 4.3.1 on Landscape include "to achieve a sustainable balance between maintaining open hill landscapes and restoring indigenous vegetation on the OGB". Maintaining open hill tops is apparently important for recreational and landscape purposes, but we did not find any plans to restore indigenous vegetation on the open tops. Please explain the meaning of a "sustainable balance" in this context. Associated text asked the question "If there is a desire to preserve at least some open ridge tops, how can it best be maintained and at what cost"?



48. Section 4.3.2.2 (2) anticipates that open tops can be maintained with “mechanical methods and herbicide spraying” There is no information about the range of weeds and weedy native species to be controlled. Are the weeds mainly gorse and Darwin’s barberry, or are low-growing herbs, native shrubs, and grasses also likely to be removed. The planning, fencing and research/monitoring actions in 4.3.2.2 sound expensive, and that’s before the associated labour costs are included (for line-trimmers, back-pack sprays, or larger mechanical mowers and sprayers). We suggest that Council investigate grazing by sheep as an alternative method for maintaining open grassland vegetation on the tops in the longer term. Grazing by sheep may be a more cost-effective method of maintaining relatively natural vegetation and supporting natural regeneration than mechanical or chemical treatments. Grazing doesn’t have to be economically viable; it can be treated as an operational cost. The species that will regenerate naturally will vary with local climatic conditions, the density of the grass, and the proximity of suitable seed sources.

#### **CHARTWELL DRIVE/CHARTWELL BUSH ENTRANCE AREA (p.140) 6.4.2.5.**

49. The Draft Plan refers to the potential to provide a pleasant picnic area and entry area with track links to both the Skyline Track on the ridge and OWB. It also notes that 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.

50. From the Trust’s perspective, an additional picnic area may help ease the daytime pressure at Ōtari’s Troup Lawn which is becoming increasingly popular (crowded) at weekends when there are no staff on duty. Additional parking may also help manage any increase in overcrowding in the carparks at Ōtari which may result from new opportunities for longer and multi-day walks and rides through to Makara and beyond. Security of parking will need to be considered as that may be the basis of the appeal of parking at Ōtari.

51. The potential activities identified for Chartwell include basic overnight camping, but there was no description of the level of servicing envisaged. The Department of Conservation has a category called Basic Campsites which provides for basic toilets and water which may be from a tank, stream or lake. Initially this may meet the needs of some of the freedom campers now visiting the city, but demand/use is likely to grow. What are the implications of providing a higher level of service, e.g. flush toilets, cold showers, BBQs, rubbish collection, supervision, or of trying to constrain the type of camping permitted to little tents or self-contained vans?

#### **CONTRIBUTION OF STAFF AT ŌTARI-WILTON’S BUSH TO PLANNING FOR CONSERVATION AND RESTORATION**

52. We strongly support the three action statements listed in 6.4.3 about work to be undertaken at Ōtari-Wilton’s Bush:

- Continue to implement and support the Ōtari-Wilton’s Bush section of the Wellington Botanic Gardens Management Plan 2014 (no.2)
- 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 lab's focus is on long-term seed storage behaviours, seed viability assessment, and seed germination protocols. (no.8)

- Continue to work with OWB to improve the restoration planting programme and the restoration of threatened and rare plants. (no.9)

53. We also support the second part of 6.6.3.2 (5), a research project in Sector 6, (Wright's Hill/Zealandia) which supports the reintroduction of either uncommon or locally extinct plants into the catchment. The fence around Zealandia means palatable plants within the fence are less vulnerable to browsing by herbivores such as possums and rabbits which can re-invade lower sections of the catchment after control programmes.

#### **TE KOPAHAU RESERVE (Management Sector 7)**

54. We have some reservations about the intention to include Te Kopahau Reserve (TKR) in the OGBMP. The Draft Plan is already long and contains unfunded projects. TKR is large area (1,124.3 ha) of which 789.7 ha still requires classification under the Reserves Act. TKR contains some of the most significant ecological sites in the Draft Plan, and the protection and enhancement of these values may not get the attention they deserve as part of an omnibus plan.

55. Losing any of the threatened plants in Te Kopahau to weeds, herbivores, omnivores, fire, trampling or unauthorized track work would be a tragedy.

56. We were surprised there was no mention of freedom camping, freedom campers, wildfires or tsunamis on the coastline of Te Kopahau. It's been suggested this may be because the land at the camping site is Road Reserve. Does this make Council its own neighbour? Perhaps Council should be working with itself to deliver Outer Green Belt Management Plan purposes at and near the freedom camping area.

#### **CLASSIFICATIONS AND RECLASSIFICATIONS OF LAND (APPENDIX III)**

57. The existing zonings of some parts of the OGB under the Wellington District Plan as residential and outer-residential may mean they are particularly vulnerable to residential developments until the District Plan is reviewed. We would expect Council to apply very rapid timelines to do whatever work is necessary to achieve the classifications and reclassification of the areas listed in Appendix III. The biggest threat to some extensions to Wellington's OGB may be central government which seems intent on taking more reserve land for housing as has been happening recently in Auckland.

#### **SPEAKING AT HEARINGS**

58. We would like to speak to our submission at the Hearings.

#### **CONTACT DETAILS:**

Bev Abbott, phone [REDACTED]

**Friends of Tawa Bush Reserves Submission**  
**Wellington City Council Outer Greenbelt Management Plan**  
**2019 Review Closing 25 March 2019**

## **INTRODUCTION**

The Friends of Tawa Bush Reserves (FOTBR) is an Incorporated Society and charity, established to promote and enhance the conservation of public bush reserves situated between Porirua, Churton Park and Belmont Regional Park, but also to promote the care of bushland in private ownership.

The FOTBR represent a wide range of individual, groups, and corporates that share our goals and objectives.

### **Our Vision, Goals, and Strategy**

The vision of the Friends of Tawa Bush Reserves states “that the FOTBR want to engage the communities help to improve the native bush and wildlife of the Tawa area and that preserving and maintaining this environment is critical”.

The FOTBR strategy is to successfully protect and restore indigenous biodiversity in Tawa where ever possible.

The Group’s goals are to:

- restore the native biodiversity of Tawa’s bush reserves from Porirua to Churton Park and Belmont Regional Park;
- improve ecosystem connectivity between Tawa bush reserves;
- have their endeavours understood and supported by the community;
- improve access to bush reserves in Tawa;
- increase the area of native bush in Tawa that is legally protected;
- and protect the landscape values of the hills that surround Tawa.

The Society also aims to;

- expand the network of tracks and create circuits where possible;
- improve the usability of the connection from Redwood Bush to the Te Araroa walkway/Colonial Knob;
- partner with private landowners to improve pest control, bush restoration and connectivity and;
- contribute to improve water quality.

### **Background:**

The Tawa community have a long history of commitment to the preservation of biodiversity in this region. The community support for the purchase of the Forest of Tawa - Te Ngahere-o-Tawa for the people of Wellington is the most recent example. This OGBMP Review creates the opportunity to see the Forest of Tawa - Te Ngahere-o-Tawa and other adjacent

areas of land revegetated to create a diverse ecosystem to include a five tier podocarp forest and the related native fauna; all on the doorstep of Tawa and Wellington.

The Tawa community sees itself as strongly connected in social resilience and main transport and public transport routes, clearly defined geographically by the reoccurring ridge and valley landforms of the area. The Tawa community enjoys the rural outlook and associated walking and cycling activities, all within close proximity to Wellington and Porirua cities.

This proposed revision of the OGBMP provides a key milestone to allow the previous Forest of Tane - now Forest of Tawa - Te Ngahere-o-Tawa, block to be incorporated as part of the OGB and the objectives of the community's desire for its protection to be fulfilled.

## GENERAL COMMENT RELATED TO THE OGBMP REVIEW

The following sections are our general comments and also summarise the most significant aspects of our submission.

### ABBREVIATIONS

The following abbreviations and Naming conventions referred to in our submission have the following interpretation:

- **OGB** - The Wellington Outer Green Belt
- **OGBMP** - Outer Green Belt Management Plan
- the **Plan** - The proposed Outer Green Belt Management Plan under review
- **FOTBR** - Friends of Tawa Bush Reserves
- **PAP** - The Porirua Adventure Park
- the **Airstrip Block** - the area also known as 944 Ohariu Valley Road
- **Stebbing's Bush** - the bush remnant at the head of the Stebbings Valley adjacent to the Airstrip Block and which is currently fenced from stock.
- **Redwood Bush extension** - The remaining parts of regenerating bush remnants, currently in private ownership, that lie along the western escarpment of Tawa above Redwood Bush, and between the Arohata Block and Spicer Forest.
- **Forest of Tawa** - "Te Ngahere-o-Tawa / Forest of Tawa" being the newly approved name for the recently purchased Forest of Tane block.
- **GWRC** – Greater Wellington Regional Council
- **PCC** – Porirua City Council
- **WCC** – Wellington City Council
- **OSAP** – WCC Open Space Access Plan

### Continuity of access between OGB areas

**FOTBR strongly support** that WCC continues to push for continuity of access between OGB areas, and complete the Skyline pathway along the OGB ridgeline to the northern boundary.

For the Management Sector 1 this also means that WCC should acquire or otherwise protect, and enable public access to, the privately-owned bush land between Redwood Bush and the Airstrip Block.

Further details are proposed in our submission under Section 6.1.1.1

### Plantation Forest Harvesting Strategy

The Plan argues for a more proactive management of the plantation forest within the Te Ngahere-o-Tawa / Forest of Tawa block and eastern parts of Spicer Forest (facing Tawa), and a staged methodology for harvesting the plantation trees.

**FOTBR disagrees** with this methodology, and proposes that WCC should not harvest or fell the pines trees on the land between Tawa and the western ridgeline, i.e. the Forest of Tawa and that part of Spicer Forest on the Tawa side of Spicer Forest Road. It should instead allow the well-developed understorey of natives to naturally succeed them.

Further details and reasoning behind this strategy are proposed in our submission under Section 6.1.1.4.

### 58C Kiwi Crescent Entrance

**FOTBR supports** the Plans proposal for 58C Kiwi Crescent Entrance to become a Secondary category entrance for the OGB, and that new access track links be formed between Kiwi Crescent and the ridgeline. However, the Plan also needs to recognise that this is also a shared ROW entrance with local residents and thus;

- for safety there ought to be segregated paths for vehicles, walkers and cyclists.
- FOTBR opposes any roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance, rather
- FOTBR proposes both a meandering walkway for the less-able and a small arboretum be used for the lower flatter areas of the Forest of Tawa, and
- given the impact of public access to the landowners adjacent to the Forest of Tawa Kiwi Crescent track entrance, the Council should consult with them to ensure their access, and agree measures to improve their privacy and security.

Further details of our proposed track access network can be found in our submission under Section 6.1.1.6

### Cycling and Mana Cycle Group

During 2018 the Friends of Tawa Bush Reserves has had a number of meetings with members

of the Mana Cycle Group to understand their interests in the cycle track network. We have considered their interest for access from Tawa to the Porirua Adventure Park track network while also preserving the aims of FOTBR for preservation of the indigenous ecology and the tranquil ambience of the bush on the hills above Tawa and where shared access routes may cause conflicts with other users, primarily walkers.

We will continue to work with this organisation to arrive at a mutually agreeable access route for cyclists. However, FOTBR strongly support the stance being taken in the Plan for the focus of cycling in the northern sectors to be on the cycle networks at the neighbouring Porirua Outdoor Recreation Park and the planned PAP, and that therefore the focus of cycling in the northern management sectors of the OGB should be on allowing local access to these neighbouring PCC cycling networks.

Further details are proposed in our submission under Section 6.1.1.6

### Upper Stebbings Valley Development Plan

The Outer Green Belt Management Plan review is in parallel with the Upper Stebbings Valley structure plan consultation.

**FOTBR THEREFORE SUBMIT** that since the Upper Stebbings Valley development neighbours on to the existing OGB area that this Plan also be taken into account for the proposed Upper Stebbings Valley structure plan.

In particular that the following considerations be applied to the Stebbings Valley planning:

- a) That a Main Entrance to the OGB track network be planned for at the head of Stebbings Valley, along with the facilities of an OGB Main Entrance; i.e. toilet, drinking water, map board, OGB overview, rubbish bins.
- b) There is a need to make allowance for a "Secondary entrance" to the OGB at a future road crossing of the Marshall Ridge near the top of the Arohata Block, along with the facilities of an OGB Secondary Entrance; i.e. map board and basic OGB information.
- c) That the areas of native bush that are already proposed to be set aside from development as per all of the present Upper Stebbings Valley Scenarios, and that are located between the Airstrip Block and Redwood Bush areas that are already designated part of the OGB, be planned to become part of the OGB in a future review of the OGBMP. This would include the bush areas; (a) Stebbings Bush, and (b) the Redwood Bush extension.
- d) And that as a consequence of (c) that a principle of the OGBMP be held up at least for this section of the Marshall Ridgeline; namely

**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 the relatively natural character of the Outer Green Belt are its essence. The desire to preserve that character and rugged backdrop promoted the Outer Green Belt to be established in the first place. The rugged setting and contact with nature underpin the outdoor recreation and visitor experience now popular throughout the Outer Green Belt. The first consideration*

*when considering change, use or development will be “how will this affect the natural foundation of the Outer Green Belt”.*

- e) With this viewpoint in mind therefore **FOTBR also submit** that the road currently shown in Scenarios 2 and 3, running just below and parallel to the ridgeline adjacent to Tawa, be shifted further below the ridgeline on the Stebbings Valley side and with an increased setback from the ridge for any development such that the **Natural Skylines** principle of a future OGB area and the current Ridgelines and Hilltops principle can be preserved. For once it is developed upon it is very unlikely ever to be able to be returned to the Outer Green Belt.
- f) Note that the OGBMP proposes that the Airstrip Block pines are intended to be harvested by WCC before 2025; i.e. ahead of the Upper Stebbings Belt development construction, and this area (partially) replanted in indigenous vegetation, and natural regeneration fostered, with connecting track network between Upper Stebbings Valley and the OGB track network.
- g) There ought to be provision for space for a community garden and/or community orchard area within the Upper Stebbings Belt structure plan area. Preferably not adjacent to native bush remnants – could be within a proposed suburban park or riparian setback area.
- h) There is a need to plan for provision of dog exercise areas when planning for the future reserve network in this management sector.

## COMMENTS ON SPECIFIC SECTIONS OF THE OGBMP REVIEW

The following sections are our comments related to specific sections of the Plan.

### PART 1 INTRODUCTION

#### 1.1.3 SCOPE

**FOTBR notes with disappointment** the change of Scope of the OGBMP to represent WCC-owned reserves rather than applying to a Concept Area, as formerly, which covered private as well as public land.

A concept area provided a longer term vision and aspiration for what the Outer Green Belt could become.

A wider area also provided additional motivation for pest control, ecological corridors and ecological protection by the adjacent private landowners as well as WCC.

There is still the need to fill some land ownership gaps and the Plan talks about seeking to acquire or otherwise protect private land where connectivity gaps exist particularly in the northern sectors. If the scope is reduced to exclude consideration of such land, the plan will no

longer provide an integrated and forward-looking view of land which functions as outer green belt, irrespective of whether it is currently designated as reserve.

### 1.1.6 WHERE DOES THE PLAN FIT IN

This Section highlights where the OGBMP fits in with the Council's work and the wider Strategic Framework.

**FOTBR recommends** that it may also be worthwhile including mention of other external influences on the OGB Framework, and that this also include the :

- Predator Free Wellington
- Te Araroa Trail
- Porirua Adventure Park
- Stebbings Valley Structure Plan (potential future reserves)
- Wellington Town Belt Bill (historic background context for the original Town Green Belt)

## PART 2: VISION: WELLINGTON'S WILD GREEN CONNECTOR

### 2.2 WHY IS THE OUTER GREENBELT IMPORTANT

The proximity of the OGB to the city cannot be overstated as mentioned in this Section. The value of the Open space being so close to urban areas, right at the city's doorstep so to speak, creates an ease of access to extensive green space for recreation or just to enjoy nature without the need for extensive travel. This in itself also benefits the environment and improves the opportunities for wellness without the inconvenience and cost of travel or additional time lost.

It also provides habitat close to the city that allows the support of nature, primarily in the form of native birds and other animals, to overflow into the urban backyards and become ingrained as part of the benefits of living in and visiting Wellington.

The plan describes the value of, 'the increasing continuity of the reserve land from north to south'. In this context, **FOTBR strongly advocate** for WCC to acquire or otherwise protect the privately owned bush land at the head of Stebbings Valley, and between the Airstrip Block and Redwood Bush.

### 2.3 GUIDING PRINCIPLES

**FOTBR supports** that the Plan contains guiding principles and generally supports those proposed with the following comments.

**1. Natural Skylines, undeveloped ridges and hills, and healthy native forests and streams are the foundation of the OGB.**

**FOTBR strongly** support maintaining the natural development environment of the OGB and



WCC hilltop and ridgelines development minimisation policy.

## **2. Continuity and Connectivity is fundamental to the OGB concept.**

**FOTBR strongly** support maintaining continuity between OGB areas and enable connectivity between Redwood Bush and Forest of Tawa/Colonial Knob, and the extension of the Skyline Walkway to the north, by either acquiring the land between the areas or by obtaining an easement and protective covenant.

## **3. The OGB's diversity, of landscape character and outdoor experience, is a strength to be reinforced.**

Although FOTBR has made a significant contribution to restoration of native bush in Tawa's reserves, we recognise the enjoyment that many users of the Forest of Tawa have expressed at walking through pine forest with a well-developed native bush understorey. The forest has a more open, spacious feel to it than typical regenerating native bush. The open nature of the pines on the eastern edge above Westhaven allows for panoramic views across the Tawa Basin. We think in the interests of both of diversity, and of maintaining a stable and healthy ecology, that this environment should be left undisturbed as much as possible, rather than removing pines simply on the basis of them being 'exotics'.

**FOTBR strongly** support the Plan's strategy of having focus activities in different areas of the OGB, and note that we consider horse riding in Spicer Forest, and bikes in the PAP, to be appropriate focal points for these activities. The Forest of Tawa has high ecological value and is mostly on steep terrain, therefore the focus should be primarily on preserving and enhancing ecological and water management value, with recreational activity being confined to key connector tracks. Note that horses and bikes don't mix well.

**FOTBR submits** that care is needed to ensure that in expanding the range of outdoor experiences possible that this is not at the expense of natural and ecological values.

## **4. People's enjoyment of the OGB is grounded in being able to escape to wild places with a strong 'Wellington' sense of place.**

**FOTBR notes** that people also don't actually have to visit the OGB to receive or understand its benefit. The contribution provided by the OGB to the green landscape outlook viewpoints and also the spill-over of bird life into the urban areas is a huge value recognised by visitors and residents.

## **5. Community participation in managing the OGB is enabled and supported.**

p16 states that 35 community groups help manage the OGB. FOTBR wonders whether it would be desirable that a lead community restoration organisation be appointed for each Sector as the key stakeholder with WCC; e.g. Makara Peak Mountain bike group for the Makara Peak Sector; and FOTBR for Management Sector 1. This would seem to have the benefit of better coordination and a reduction of conflicting activities being undertaken within Sectors.

### **2.3.1 HOW WILL THE VISION BE APPLIED**

**FOTBR supports** the principle for indigenous vegetation restoration of the flanks and valleys and maintaining an open character of the ridgelines for recreation.



### PART 3. DESCRIPTION / KEY VALUES

#### 3.2.1 PAST ECOSYSTEMS AND LAND USE

As the Plan points out there are few remaining remnants of the original indigenous forest and therefore “Protecting remnants, with their seed sources, was a critical starting point from which to begin restoring Wellington’s ecosystems.”

**FOTBR therefore submit** that protection of the remaining remnant and key seed source trees, and their surrounding regenerating buffer zones, should receive the highest priority within the OGBMP.

#### 3.2.2 NATURE TODAY

The Plan notes the values and role that the OGB plays in being a continuous ecological corridor.

**FOTBR submit** that OGB should be considered

- a. as part of an even more extensive corridor that also continues north through Colonial Knob / Porirua Scenic Reserves, to Titahi bay and Whitireia Park and on to Mana and Kapiti Islands.
- b. that the WCC consider extending the current plan to include an ecological corridor that run east of the Stebbings Valley and the Tawa Reserves, through Grenada North Park to link with the Belmont regional Park.
- c. that the OGB could also be considered as a buffer for pest control between Wellington’s rural hinterland and the urban backyard predator free areas.

### 3.3 LANDSCAPE

#### 3.3.1 TODAY’S LANDSCAPE

**FOTBR agrees** that “The relative absence of built development on the OGB is important to its character and urban containment role”.

#### 3.3.2 LANDSCAPE EXPERIENCE

**FOTBR agrees** that the feeling of a remote natural experience and quiet tranquillity surprisingly close to the city is an important feature of the OGB.

#### 3.3.3 CONTINUITY AND URBAN EDGE

**FOTBR reiterate** that locally to Tawa the OGB is a highly visible part of the suburbs distinctive character. It defines the western edge of the suburb and provides a green landscape outlook that residents value highly as a reason for living in the suburb. This should also apply to the eastern hills ranging to the Belmont Regional Park.

### 3.4 CULTURE AND HERITAGE

#### 3.4.2 PUBLIC UTILITIES / INFRASTRUCTURE

In respect to *Water services* ...

**FOTBR wish** to also have noted that just beyond the OGB area to the north the catchment to the east of Colonial Knob has also been used as water catchment areas for parts of Porirua. And that the emerging springs and streams from the western slopes of Tawa have in the past been recognised as a potential emergency water supply.

#### 3.4.3 PEOPLE AND COMMUNITIES

**FOTBR SUBMIT** that the Tawa Historical Society should be consulted as a stakeholder for information with regards to local place names and identities for the northern Management Sectors 1 and 2; e.g. the locality name for Lindenvale area not only came from the name of the local farm of Charles Duncan of "Linden Vale", but this in turn was named after the Linden tree copse in Kew Gardens (aka *Tilia* species (lime trees)), where Charles once worked as a gardener. Consultation with local Maori Iwi on local place names is also important so that representation of our joint ethnicities is considered.

### 3.5 RECREATION AND ACCESS

#### 3.5.1 WHAT DO PEOPLE DO ON THE OGB

**FOTBR recognise** the vision of the OGBMP to allow diversity of recreational activities on the OGB. And we support the concept that certain specialist activities may be restricted to or be the focus of specific Management Sector areas.

**FOTBR agree** with the view of the survey that walking is the most common activity in the OGB.

**FOTBR SUBMIT** that camping and drone flying in the OGB are not appropriate to the more tranquil areas of the northern Management Sectors and other areas that may have a high volume of users or be close to residential areas.

#### 3.5.2 WHERE DO PEOPLE GO

**FOTBR SUBMIT** that Te Araroa Trail and Colonial Knob (and in future the Skyline Walkway and PAP) are regionally significant destinations. With the acquisition of the Forest of Tawa, people are now easily able to access these destinations via the track from Kiwi Crescent, and via any future connection from Brasenose Park.

## PART 4 GENERAL OBJECTIVES AND POLICIES

### 4.1 LAND ADMINISTRATION

#### 4.1.2.1 - Reserves classifications, land acquisitions and management mechanisms

Consistent with the proposed policy, **FOTBR advocate** for the purchase of the area of bush between Redwood Bush and the Airstrip Block (which we've called the Redwood Bush extension), and the area of bush at the head of Stebbings Valley adjacent to the Airstrip Block (which we've called Stebbings Bush).

**FOTBR support** the position of the OGBMP that all WCC land areas within the OGB be classified as Scenic Reserve.

**FOTBR advocate** that for the OGBMP to succeed with its vision then Councillors' will also need to support the Plan through funding allocations in the WCC Long Term Plan to support the ACTIONS of the OGBMP.

#### 4.1.2.3 - Relationship with overlapping plans

**FOTBR notes** that the Plan states that "where any policy in this Plan is in conflict with a policy in overlapping management conservation or master plan, then the most recent policy will take precedence and provide guidance for the next review of the older plan".

**FOTBR believes** that this will cause some confusion and a lot of work trying to maintain tracking of management policies across a wide range of plans, and risks unintended consequences when updating plans when the effects it may have in superseding a range of other plans are not adequately considered. Surely there should be a hierarchy of Plans and this hierarchy defined in the OGBMP; e.g. the District Plan takes precedence; the OGBMP defines policies for Specific Management Plan Sectors, with reference to other more specialist plans for specific aspects (e.g. Dog Policy for defining dog recreation areas and dog handling when in reserves, and Play Ground Policy for the allocation of playgrounds, and the Open Access Plan defines design of tracks and general principles in selecting track routes).

### 4.2 NATURE

#### 4.2.1 Objectives

**FOTBR strongly support** the objective that "Being close to nature is a point of difference for Wellingtonians."

And the objective "To restore and protect a continuous ecological corridor along the OGB, ... taking into account opportunities to enhance ecological connections beyond the OGB ....".

#### 4.2.2.1 Caring for Nature

**FOTBR supports** the priority being given to protect the areas of high ecological value, and buffers around them, and to manage the intervening areas to optimise conditions for natural

regeneration.

#### 4.2.2.2 *Streams*

**FOTBR supports** the focus of protecting and restoring the freshwater ecology in the steam catchments of the OGB and the buffer zones proposed, although **FOTBR believes** that the harvesting of logs in the Forest of Tawa as proposed by the Plan will significantly impact the freshwater ecology of the streams that run through this area and no amount of best practice is going to prevent this impact.

#### 4.2.2.3 *Indigenous flora and planting*

There is a substantial under-storey of regenerating native bush beneath the pine forest in the Forest of Tawa. Left to itself, **FOTBR believe** this will naturally succeed the pine trees as they die and fall, and avoid the need for costly large-scale re-planting. We have seen evidence of this where storm damaged trees have fallen and have been overgrown by native bush.

#### 4.2.2.4 *Wildlife*

**FOTBR submit** that there should also be proactive monitoring and suitable habitat creation for native bats to enable this mammal to be reintroduced into the Wellington area via the OGB.

**FOTBR supports** that there should be periodic monitoring of wildlife including birds, lizards, freshwater fish and also insects in the OGB through surveys and monitoring so that a baseline knowledge of what's there can be used to confirm trends over time of the effects of further restoration or increased usage.

**FOTBR supports** the preservation of old tall exotic pine trees to create wildlife habitat. It is known that many native bird species enjoy the viewpoints from tall trees and in the Forest of Tawa area tui and kereru are frequently found in the Forest of Tawa for this reason, as do NZ Falcon. And in the future it is hoped that the Forest of Tawa pines may also become habitat for kaka and native bats.

#### 4.2.2.5 *Weeds and pest animals*

**FOTBR SUBMIT** that this section should be extended to also include pest birds; e.g. magpie and rooks.

**FOTBR SUBMIT** that the requirement to "Work with GWRC to implement statutory and strategic weed and pest animal management on the OGB" is a very weak requirement that in reality has not teeth or funding. WCC are better off coming up with their own management strategy and seeking assistance from GW where this aligns with their strategy.

**FOTBR support** the requirement for collaboration with Predator Free Wellington, recognising that in future the OGB would become a buffer zone for pest management between the rural and urban areas of Wellington, and prevent the re-infestation of pests into the Urban areas where there are currently Predator free groups operating in every suburb of Wellington.

**FOTBR SUBMITS** that *Tradescantia* should be added to the list of priority ground covers as it is

so hard and discouraging for volunteer groups to attempt to control.

#### 4.2.2.6 Fire

**FOTBR object** to the wording and actions outlined in this section and the related clause 5.3.3.1 Activities that are specifically prohibited: Bullet point 2 “open fires”.

The reasons are because:

- 4.2.2.6 is unclear to ratepayers,
- there is no stated fire management plan for the large vegetated areas of the OGB,
- the area should include identified and published fire breaks to meet the requirements identified by Fire and Emergency New Zealand, (for example, the Spicer Forest Road could be intentionally seen and managed as a fire break, and, the ridgeline areas where the vegetation is pasture, and which can become rank grass in summer, may also need to have managed fire breaks).
- the close proximity of houses to the OGB put these house at risk and these high risk areas should be identified and either, the area, or each household, have a fire management plan as recommended by Fire and Emergency New Zealand.
- The character and impact of planting fire resistant species in areas of high fire risk should be specified especially in the existing high risk areas of pine plantations, and this practice ratified by Fire and Emergency New Zealand.

#### 4.2.2.8 Resilience – ecosystem services

**FOTBR suggests** investigating registration of Redwood Bush and Forest of Tawa as carbon storage forests.

### 4.3 LANDSCAPE AND LAND USE

#### 4.3.2 POLICIES AND ACTIONS

##### 4.3.2.3 Plantation Forestry

**FOTBR OBJECT** to the proposal for staged harvest for selected blocks of Forest of Tawa and eastern Spicer Forest areas in Management Sector 1, as further explained under Section 6.1.1.4.

### 4.5 RECREATION AND ACCESS

#### 4.5.2 POLICIES

##### 4.5.2.3 Track Network

**FOTBR strongly supports** policy 2 a. completion of the Skyline Track as a continuous shared track following the Ohariu ridgeline.

**FOTBR SUBMITS** in support of policy 2 b, that formalising and upgrading the existing lateral

Redwood Bush to Forest of Tawa track, will provide a connection to the Skyline Track from Redwood, and a large loop walk in the western hills of Tawa (none currently exist). Further details of our track proposals for Management Sector 1 can be found under section 6.1.1.6.

**FOTBR OBJECTS** to policy 3, to “Manage all tracks in the OGB as shared foot and bike-based use unless otherwise specified in the OSAP or this Plan” as it is unclear to the OGBMP reader what is included in the OSAP; e.g. Tawa bush tracks are already currently managed for walkers only. And where in the Forest of Tane a cycle track is required FOTBR has proposed segregated track use, largely for safety and enjoyment of experience of the user.

Shared use tracks need to have specific stricter design guidelines attached to them that include specifications for gradient, sight-lines and width.

Further details of our track proposals for Management Sector 1 can be found under section 6.1.1.6

**FOTBR strongly supports** the explanation that while “the OGB is large and can accommodate a lot of tracks, but is not possible to cater for all the specific user needs everywhere without compromising natural values and/or the expectations of other user groups”. Presumably this also implies that compromising natural values is not a viable alternative.

**Future Track Proposals Map** p 90. 1. Kiwi Crescent to ridgetop, separate walking track and mountain biking connector route to the PAP.

**FOTBR submits** that the Future Track Proposals Map should include a link from Redwood Bush to the Forest of Tawa, even if this requires an easement across private land.

#### 4.5.2.4 Entrances, amenities and way-finding

**FOTBR submits** that the following entrance points be considered for the northern Management Sectors 1 and 2.

- A Main Entrance at the head of Upper Stebbings Valley.
- A Secondary entrance at 58C Kiwi Crescent.
- A Secondary entrance at Brasenose Park.
- A Track node at the head of the landfill (junction of Spicer Forest Road, Forest of Tawa access and Colonial Knob destination track),
- A Track node on the Airstrip Block (junction with Te Araroa/Skyline Track, Upper Stebbings access and 944 Ohariu Valley Road access)
- Tertiary entrances from Chastudon Place, Peterhouse Street, Achilles Close, and a future Marshall Ridge access road.

#### 4.5.2.5 Dog Walking

**FOTBR supports** policy 2, to “Inform dog-owners prominently of the need to keep dogs on leash at all times in the OGB unless in a designated dog exercise area”.

However, the experience of FOTBR indicates that this requirement to keep dogs on leash doesn't work as there is very little awareness and no perceived enforcement. It is unclear from

the OGBMP how enforcement proposed to be managed?

**FOTBR SUBMITS** that it has received feedback from users of some parents having stopped taking their children on tracks in Redwood Bush, due to sudden encounters with large, unleashed dogs.

There are currently no dog exercise areas adjacent to the OGB in the northern management sectors 1 and 2.

Until these issues are resolved a temporary ban on dog walking in the OGB might be considered.

#### 4.5.2.6 *Organised outdoor events and programmes*

**FOTBR supports** outdoors recreations events where these encourage use of the established facilities and tracks; e.g. near Tawa there are the Tawa Hash Harriers trailing through the area.

However, activities that tend to encourage off-track use; e.g. orienteering events and geocaching could become a problem and negate some restoration and riparian protection measures and become a safety risk for users in hazardously steep terrain areas.

## PART 5 RULES FOR USE AND DEVELOPMENT

### 5.3 RULES – POLICIES

**FOTBR submits** that the OGBMP needs a policy to enforce prohibitions. At present, there is a problem in Tawa with dogs off leashes on bush tracks, and dangerous use of bikes and motorbikes, and even off-road motorbikes on bush tracks where they're prohibited. The prohibitions are ineffective because they're not enforced, and because there are no conditions (such as styles, barriers and connecting step-ways) to discouraged non-compliance.

#### 5.3.1 ALLOWED ACTIVITIES

**FOTBR suggests** that alongside orienteering, probably should also include geocaching which is already happening at a low level.

##### 5.3.1.1 Some restrictions may also be placed on allowed activities

**FOTBR SUBMIT** that it is unclear how people are expected to know about these restrictions or how to seek exemption.

#### 5.3.2 MANAGED ACTIVITIES

##### 5.3.2.5 Public Notification

**FOTBR notes** that Managed activities will generally not be notified, and suggests that perhaps there could be a system of notifying the local Management Sector key stakeholder care group so they may be aware as the local 'eyes and ears' of Council of a pending activity.



#### 5.3.2.6 Information required with an Application

**FOTBR suggest** that this section be included within section 5.3.3.2 dealing with applications.

#### 5.3.2.7 Decision-making guidelines

**FOTBR notes** that the decision-making guidelines appear not to include anything that takes into consideration the use strategy for specific management sectors and suggest that this be included.

#### 5.3.2.9 Utilities

#### 5.3.2.10 Public Utilities

#### 5.3.2.11 All public and private utilities

**FOTBR suggest** that sections 5.3.2.9, 5.3.2.10 and 5.3.2.11 be combined under the one section 5.3.2.9.

### 5.3.3 PROHIBITED ACTIVITIES ON THE OGB

**FOTBR SUBMIT** that the use of drones be added to the list of prohibited activities in rule 3. Drones should not be used in Management Sectors where the primary enjoyment is quiet tranquillity of walking with nature and relatively close to built-up residential areas. Drones also have the potential to disturb nesting bird life.

## PART 6 MANAGEMENT SECTORS

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

The title of this sector was previously known as the SPICER SECTOR. This was an unambiguous and well understood name for this sector albeit that the sector also included parcels outside of the Spicer Forest; notably the Airstrip Block, Redwood Bush and the Tawa Bush Reserves (above Chastudon and Fyvie Ave) - as shown on the map on page 98.

The proposed Title for Management Sector 1, and along with other usage in the Draft Plan, implies that the name of the entire area of "Spicer Forest" is planned to be supplanted by name of "Te Ngahere-o-Tawa / Redwood" which also conveys the implication that Redwood is the English equivalent for the te reo Ngahere-o-Tawa. This, in our view, creates confusion and makes it unclear what area is being referred to by this name (the sector, Spicer Forest, or the original Forest of Tane) and makes it unclear how the original Forest of Tane block should henceforth be referred to.

When FOTBR originally put forward the name of "Te Ngahere-o-Tawa / Forest of Tawa" to Council it was intended as an alternative to the archaic name of "Forest of Tane" and to apply



to this parcel only and not the entire area of Spicer Forest.

The reason for this was:

- to provide recognition to the Tawa community who provided overwhelming support to the campaign for the Forest of Tane block to be purchased by WCC for the local community enjoyment.
- to provide recognition of the important reasons behind the purchase of the block to prevent its development and to retain the forest vegetation cover; to protect the catchment headwaters and minimise downstream flooding for a significant tributary that has caused flooding in the past, to minimise further sedimentation of the downstream catchment and the Porirua Harbour, to improve the water quality of the catchment headwaters as an ecology for freshwater aquatic life, and to provide an additional recreational access point for the local community to the Outer Green Belt and the Porirua Outdoor Recreation Park beyond.
- to provide recognition of the important indigenous bush remnant in this block that also includes a stand of tawa trees.

#### **FOTBR therefore SUBMIT**

1. that the Title for the Outer Green Belt management sector 1, revert to its previously known name of SPICER,
2. that the name of "Te Ngahere-o-Tawa / Forest of Tawa" be retained for the parcels of land previously known as the "Forest of Tane" and used throughout the Plan for this purpose. However, we will concede that for ease of management this name could also apply to that portion of the Spicer Forest that lies to the east of ridgeline and within the catchment of the Porirua Stream, rather than the catchment of the Ohariu Stream or Mitchell Stream. The reasons for this are:
  - The forest on the Tawa side is contiguous, will be managed as a single block, and will be included in the Friends of Tawa Bush Reserves MoU with the Council,
  - The forest on the Tawa side is visible from and identified with Tawa (The Forest of Tawa) - the forest on the west side is not; and Spicer Road forms a clear physical boundary between the two areas,
  - The forest on the Tawa side is identified by Tawa residents as the block of land they were united in seeking Council protection for.
3. That where the te reo name Te Ngahere-o-Tawa is used that it is also used in conjunction with its English equivalent as in "Te Ngahere-o-Tawa / Forest of Tawa"; e.g. where reference is made to Colonial Knob the Plan uses both te reo and English names together; i.e. Rangituhi / Colonial Knob.

It should be noted that the title of the image needs correcting – the referred Airstrip block is centre left, not centre right.

Under "Key feature / Values" - FOTBR suggests the following be added

- Quiet solitude of walking only bush areas
- Conservation of important indigenous remnants
- Northern sector seed source and corridor linkage further north.

Under Local Communities of interest :

- add Churton Park and Upper Stebbings Valley,
- delete duplication of Ohariu valley

Under Current volunteer / community group activities :

#### **FOTBR SUBMITS**

1. that consideration be given to naming the local community groups that are currently involved in each Management Sector, and perhaps nominating a lead care group. Not only does this identify those groups that might have a vested interest as a stakeholder for future discussions concerning management of the sector, but also provides a linkage for members of the local community who may be interested in becoming more involved in some way.
2. that track maintenance and seed collection be added as activities undertaken by community volunteer groups.

#### **6.1.1 OVERVIEW**

The Overview describes the area of this Management Section and notes that “the southern boundary has been adjusted so that all of the area likely to be directly affected by the forthcoming Upper Stebbings Valley structure plan is included in sector 2”.

It is inherently likely that the outcome of the Upper Stebbings Valley Structure Plan planning process will be that the existing remnant bush areas at the head of the Stebbings catchment that border on the Airstrip Block (944 Ohariu Valley Road), and those on the eastern Tawa escarpment above Redwood Bush (between the Arohata Block and Spicer Forest), will be designated as open space reserves and that in time at the next OGB review should expect to be added to the Outer Green Belt. FOTBR have also had an historical interest in these areas and have undertaken pest management for the wider Redwood Bush KNE area since about 2005.

#### **FOTBR THEREFORE SUBMITS**

1. that the boundary between Management Sector 1 and Management Sector 2 revert to its previous definition and as schematically illustrated in the Management Sector 1 map on page 98; i.e. that the sector 2 boundary is south of the airstrip block and south of the Arohata Block on the Marshall ridge.
2. that the bush remnant areas of the Redwood Bush extension and Stebbings Bush, that are contiguous with the existing OGB Management Sector 1 bush and plantation areas, should also be included in Management Sector 1, and not in Management Sector 2

3. that the proposed boundary would then also conveniently divide landscape management into Management Sector 1 being primarily regenerating bush and plantation areas and Management Sector 2 primarily being areas of open pasture.

#### 6.1.1.1 Land Administration

The Plan notes that there is a distinct lack of connectivity between Management Sectors 1 and 2, and that future access might be achieved through reserve allocations in the Upper Stebbings Valley 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.

**FOTBR strongly support** and urge WCC to seek right-of-way access across intervening private land as an interim measure to allow authorised public access which is already informally occurring. This would provide the final piece of the puzzle to enable a 2.5 hour loop track through the reserves on Tawa's western hills, between Brasenose Park and Kiwi Crescent, as well as enabling access from Redwood to Colonial Knob and Te Araroa. The prospect of a loop track was presented to the community and to Councillors as a key benefit of buying the Forest of Tane.

**FOTBR also strongly support** completion of the Skyline walkway between Management Sectors 3 and the northern boundary with PCC. This would enable a larger catchment of both walkers and cyclists to access the future PAP development directly from other Wellington suburbs.

#### 6.1.1.2 Nature

The Plan notes that little remains of original tall canopy trees. And thus the few remaining scattered island remnants of Redwood Bush, Forest of Tawa, Westwood and Chastudon / Tawa Bush Reserves have an even more heightened importance in providing valuable seed sources for future ecological restoration in the northern suburbs, and provide an important part of the OGB ecological corridor, and stepping stones for dispersal of birds to other green areas across the Porirua Stream valley.

**FOTBR THEREFORE SUBMITS** that it is vitally important that protection of these remnants is given the highest priority and not put at risk from potential overuse by more aggressive activities.

**FOTBR also wishes** to highlight the importance of a few single rimu trees within the headwaters of the Upper Stebbings Valley and their being the sole seed source of this species in the northern suburbs.

The Plan notes that - *"Limited contracted weed control has been undertaken in this sector."*

**FOTBR wishes** to also have acknowledged the significant volunteer hours have also provided weed control in this Sector over the past 15 years in Redwood Bush and more recently in Forest of Tawa.

The Plan notes - *"Of particular concern is the spread of wild cherries"*. This is of particular

concern along the western Tawa escarpment including in the Tawa Bush Reserves, Westwood and Forest of Tawa. The scale of this infestation is beyond the control of volunteers as chainsaw use is required.

**FOTBR therefore recommends** that a specific ACTION be added for this Sector (Under Weeds and animal pests) to “Develop and execute a plan to control wilding cherry trees to protect native regeneration.”

The Plan notes that - “Pest animal control is carried out by community volunteers supported by the GWRC.”

GWRC has also supported FOTBR in undertaking pest animal control in the wider privately owned regenerating bush areas originally known as a the Redwood Bush NE area, over the past 15 years.

The Plan notes that - “WCC have planted some 13,000 native plants in this sector since 2004, and volunteers have also done restoration planting over many years.

**FOTBR notes** that it has planted an estimated 15,000 trees in Tawa over the past 15 years and a number of these have been on the fringes of Redwood Bush.

**FOTBR strongly supports** the commentary that - *“Catchment management is important here, particularly in relating to managing the exotic forest plantations. Several small streams on the east side drain into the Porirua Stream and, ultimately, Porirua Harbour, where sedimentation and water quality are big issues. ... 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.”*

**FOTBR SUBMITS** that these are important reasons behind the community support for the purchase of the Forest of Tane block, and support our response elsewhere to minimising the logging of the plantation forest.

**FOTBR SUBMITS** that there is little acknowledgement given of the value of the tall plantation pine trees as a habitat for wildlife. It is known that many native bird species enjoy the viewpoints from tall trees and in the Forest of Tawa area tui and kereru are frequently found in the Forest of Tawa for this reason, as are NZ Falcon and Kakariki. And in the future it is hoped that the Forest of Tawa pines may also become habitat for kaka and native bats.

#### **6.1.1.3 Landscape and land use**

The Plan notes that - “The ridge ... is an important visual backdrop to the nearby suburbs.”

**FOTBR SUBMITS** that the green western escarpment outlook is a valued landscape value for Tawa residents, it contributes to the identity for Tawa as a suburb, and provides the reason behind many Tawa residents choosing to live in this suburb. It conveys the sense of living in a rural outlook while also being quite close to the amenities of the central city.

The Plan notes that - "The dominant land cover is mixed forest, comprising some important remnant native forest, pine plantations and the regenerating native bush in Spicer Forest, Te Ngahere-o-Tawa and Redwood Bush.

**FOTBR SUBMITS** that mention should also include the "Westhaven Reserve" and "Tawa Bush Reserves" as well as the regenerating native bush remnants on adjoining private lands which are potential future additions to the OGB (i.e. Stebbings Bush and the remainder of the Tawa western escarpment above Redwood Bush).

The Plan notes that - "Structure planning of the area is currently underway and is likely to include a future road connecting Redwood and Churton Park."

**FOTBR SUBMITS** that that this sentence should be deleted from the plan as it is contentious and road options have still to be fully considered by the Structure Plan process. It is later mentioned "That new road networks could increase and improve access to the OGB reserves", and this should suffice for the intended purpose for this Plan.

Strictly, under the proposed Management Sector boundary descriptions, the last paragraph of this section belongs under Management Sector 2. However, **FOTBR submits**, as per the earlier comment on the Sector boundary at this point, that these Stebbings Structure Plan aspects rightly belong under Management Sector 1 as per the current Draft Plan.

#### 6.1.1.4 Forest Plantations

##### *Spicer Forest and Forest of Tawa*

The Plan argues for a more proactive management of the plantation forest within the Te Ngahere-o-Tawa / Forest of Tawa block and eastern parts of Spicer Forest (facing Tawa), and a staged methodology for harvesting the plantation trees. The argument rests heavily on the cost of clearance of windfall pines and commercial weed control amongst windfall pines.

However, FOTBR disagrees with this plan approach and wishes to propose an alternative plantation management plan for this area - for the plantation pines on the slopes facing Tawa.

**FOTBR submits** that the plantation pine forest land between Tawa and the western ridgeline be left intact, to allow the existing well-developed understorey of native species to naturally succeed the pines.

Reasons:

1. The original rationale presented to the Council by FOTBR for the purchase of the Forest of Tawa was to protect its ecological, recreational and water management value. Felling the pines is unnecessary, and will compromise each of these values. The Forest of Tawa and the contiguous area of Spicer Forest to the east of the ridgeline (and unlike the areas west of the ridgeline), have the advantage of a significantly advanced understorey of regenerating natives. FOTBR's experience is that away from the forest

edge, land where trees have fallen over has been revegetated by this understorey of native species rather than by weeds.

2. In addition, FOTBR experience with the Airstrip block thinning is that slash is completely rotted away inside 10 years and there have been minimal serious weed infestations, despite the relative lack of a native understorey compared with the Forest of Tawa. This reinforces our view that natural tree fall will not result in a significant weed issue in the Forest of Tawa/Spicer Forest.
3. Harvesting or staged mass felling of the pines on land above Tawa will significantly increase the erosion of the hilly lands, which will increase sedimentation into streams, and cause a loss of stream ecology and water quality, conditions identified by Landcare Research for these types of land.
4. Staged mass felling the pine trees will also significantly increase rainfall runoff rates and put Tawa at risk of flooding like, or worse than, the Tawa flood of May 2015.
5. Furthermore, natural succession avoids the disruption to access and enjoyment of the forest that would occur over the period the trees were to be harvested.
6. The current character of this forest - exotic pines with a well-developed native understory at eye-level - is a point of difference, enjoyed by residents, and consistent with the OGB's guiding principle of diversity of landscapes.
7. Natural succession avoids the significant risk of major erosion if trees are felled and harvested in large numbers on these unstable hilly and steep slopes. (Landcare)

We accept that over time it is estimated that on average 10% of the plantation pines may become damaged due to storms and become windfall. However, this has already been occurring in this forest over the past 20 years with little evidence of serious weed infestation within the area of pine plantation. The vast majority of pest weed infestation has been along the single track and adjacent to residential properties due to garden escapes.

We have also been through the experience of reopening the Forest of Tawa track following the purchase of the block after earlier storm damage. There were half a dozen trees affecting the track and these were relatively easily either cut and removed to the side of the track or the track re-routed around obstacles. An advantage of Forest of Tawa also is that there is not a proliferation of tracks - so that most tree fall would not affect the track network and is away from public accessible areas.

Furthermore, rather than having to wait for a subsequent generation of colonising species to become established and create shade and shelter **FOTBR submits** that podocarp species could be planted directly within the existing light wells amongst regenerating areas where pines have not been planted or previously fallen. This would perhaps save a decade of time in the native forest restoration.

The experience of the clearance of the pine trees below Countdown on Takapu Road (Willowbank Reserve), and also along the Spicer Road, gives us great examples of what happens when an opening is made into pine forest. It just causes the next level of adjacent weaker pines to also collapse and become windfall.

**FOTBR submits** that clearing any trees from the forest edge will simply shift the problem of windfall further and further into the forest. A better solution is to plant a buffer zone of



natives beyond the edge of the forest. When and if more trees fall on the forest edge, there will already be established natives growing beside where the tree has fallen, and these will spread over the top of the fallen tree and restore a canopy. Margin planting can use low cost, quick growing pioneering bush like *Coprosma robusta* which can successfully compete with gorse, and attracts birds which will disperse the seed of other native species.

The same will also apply to the proposed riparian vegetation that is proposed to be left along the streams to minimise runoff and sediment from cleared areas, negating this important aspect of sediment runoff and flooding mitigation.

Furthermore the land structure in the centre of Forest of Tawa is so steep that any activity will put the whole landscape at risk. FOTBR believe that much of the steeper slopes and valleys of Forest of Tawa contain solifluxion debris and other forms of mass movement eroded from the higher slopes. This geological phenomenon is also common in the Belmont Regional Park area. It acts like a scree and as such it will be extremely unstable and should be disturbed as little as possible.

[The reference at [http://rsnz.natlib.govt.nz/volume/rsnz\\_82/rsnz\\_82\\_05\\_011240.html](http://rsnz.natlib.govt.nz/volume/rsnz_82/rsnz_82_05_011240.html) goes some way to describe the solifluxion phenomenon in Wellington area, this should also be considered and linked to general mass movement erosion in the area.]

It is claimed that the revenue from the pine harvesting will help offset the cost of revegetation of the cleared areas. However, WCCs own arborist team admit that any past pine harvesting has not proven to be cash positive. The Forest of Tawa and Spicer Forest trees have not received adequate thinning or pruning and are largely firewood grade and thus only a limited number of trees would yield any length of millable timber. This then also raises the question of "what happens to the remaining slash"? Whether removed or left to rot, either option presents a huge potential environmental risk. This business case has yet to be tested and proven and requires more work to prove viability. If this funding model is not proven prior to proceeding with this strategy it puts the revegetation programme at risk and further undermines the values of the area, while destroying a generation of regenerating understory.

The proposed staged clearance strategy also hasn't taken into account the effect of a local dedicated volunteer army. The FOTBR have a proven record over 15 years of being able to take on the challenge of maintaining pest animal and pest weed control as well as infill restoration planting. The Forest of Tawa also provides an opportunity to engage with the local community at a new level and get community buy-in on an even larger scale to support the project that they gave their support to in the purchase of the block.

**FOTBR therefore SUBMIT that**, in the forest to the east of Spicer Road, the plantation pines are left intact, as the natives will succeed them. Furthermore, natural succession avoids the disruption to access and enjoyment of the forest that would occur over a period of years if the trees were to be harvested. The character of this forest - exotic pines with a well-developed native understorey at eye-level - is a point of difference, enjoyed by residents, and consistent

with the OGB's guiding principle of diversity of landscapes.

Finally, natural succession also avoids a significant risk to the major values and reasons for retention of the block in the first place namely :

- erosion and downstream increased sedimentation if trees are felled and harvested in large numbers on these steep slopes of doubtful stability.
- reduced water quality due to riparian disturbances, loss of vegetation to slow the runoff.
- increased risk of downstream flooding events.
- loss of public access during forest harvesting operations.

#### 6.1.1.5 Culture and Heritage

It is noted that the OGBMP makes mention of stories for this sector including; Duncan family farm at 'Lindenvale', conservation history, the 'military tracks', plantation forestry, and local community's advocacy for purchasing Forest of Tawa to protect its natural and potential recreational value.

**FOTBR Submit** that there also should be added ;

- the local farming history associated with the naming of Spicer Forest; and
- as also included in Management Sector 2 the "Need to work with mana whenua and local history groups to find out about places or values of interest in this sector."

**FOTBR recommend** that the Tawa Historical Society and mana whenua be included among the local history groups when time comes for consultation about places or values of interest in this sector, and associated information panels or online references.

#### 6.1.1.6 Recreation and Access

**FOTBR suggests** that, with regards to the existing tracks confined to Redwood Bush and the Army track from Brasenose Park to the Ridgeline, that acknowledgement be given to the work of volunteers in opening and maintaining these routes from the early 2000s.

It is noted in the OGBMP the important context of the wider 550-acre grouping of contingent reserves in the north of the OGB area, which with the adjoining PCC reserves including Colonial Knob which, in 2016, led to the Porirua Outdoor Recreation Park Development Plan.

There has also been the subsequent announcement of the \$21m Porirua Adventure Park proposal including a gondola development and zip-line, and an extensive walking and cycling track network. This development proposal is forecast within four years to see 350,000 visitors per annum to this area. And if even only a small percentage of these overspill into the OGB areas - this is going to bring about a huge increase in visitor numbers to the OGB.

With the purchase of Forest of Tawa **FOTBR agrees** that there is a community need for a formalised access from Kiwi Crescent to the ridgeline to link with the Te Araroa walkway and to the PAP recreation areas beyond the ridgeline.



**FOTBR agrees** with the Plan's view the focus of the biking community should be on the neighbouring PAP area and it's therefore not necessary to have an extensive network of cycle trails within the OGB Management Sector 1, rather a bike connector route from the adventure park to Tawa should be proposed.

### **Walking and Cycling Tracks through the Forest of Tawa**

**FOTBR wishes to submit** the following proposal for walking and cycling tracks through the Forest of Tawa between Kiwi Crescent and Spicer Road.

The current track through the Forest of Tawa from Kiwi Crescent to Spicer Road is a popular walking track. It is a beautiful walk, with ridgeline panoramic views up and down the Tawa valley. This track also provides a valuable direct connection to Te Araroa (the national walkway) and Colonial Knob. The track has been described as a 'family track'. However, it is steep enough to deter the elderly, the less abled, and the very young from walking the current track, and uphill cyclists.

#### **General Proposal for Tracks**

**FOTBR proposes** that within the Forest of Tawa between the end of the Kiwi Crescent Right of Way and Spicer Forest Road, tracks should be limited to just three, to be used as follows:

1. A track for fit able walkers.
2. A track for the less able people such as those with disabilities, older people, or those with little children.
3. A downhill only track for cyclists.

#### **Reasons and Track Use Description**

1. The current track is used by fit able walkers to both ascend and descend the walkway.
2. Mountain bikers only use the track as a very fast-downhill descent into Kiwi Crescent, because in substantial parts it is too steep and narrow for uphill cycling.
3. Unless cyclists are separated from walkers, it's only a matter of time before a serious injury occurs. Older people who have encountered cyclists coming downhill towards them report feeling uncomfortably and vulnerable. FOTBR is receiving increasing reports of near misses.
4. Residents also have vehicle right of way over the ROW entrance from Kiwi Crescent and there are already many incidents of passageway conflict between residents' vehicles, cyclists and walkers.
5. The FOTBR reiterates, it is only a matter of time before the confluence of activities in the current Right of Way results in an accident.

Note: FOTBR submits that walkers of all ages should be able to walk public tracks without fear of cyclists or resident's cars running them down.

### **Track Proposal One - Access down the Right of Way**

FOTBR strongly requests that there be at least two separate access ways down the Right of

Way from Kiwi Crescent to the entrance of the Forest of Tawa. This would require the widening of the existing road and:

1. A paved driveway for use by cyclists and residents' vehicles, south side of the entrance.
2. A paved separate walkers' path, on the north side of the right of way entrance.
3. Physical separation of the two access ways.

### **Track Proposal Two – Beyond the Right of Way Entrance**

Beyond the Right of Way entrance, FOTBR proposes two separate tracks to connect to Spicer Forest Road, one for cyclists and one for walkers:

1. The existing forest track becomes part of two new tracks – the lower section incorporated into a downhill only track for cyclists, the upper section into a path for walkers.
2. Cyclists are catered for by a downhill only track comprised of a new track from Spicer Forest Road, eventually connecting to the existing forest track approximately 420m below the farm gate. The track is downhill only, because the steep parts of the existing forest track are too steep, narrow and long for uphill cycling, and where the grade lessens the track is preferred for walkers due to the panoramic views.
3. The new section of the downhill cycle track would be below the ridge and to the northwest of the existing forest track.
4. Walkers are catered for by a new separate meandering path, beginning at the stream culvert a short way in from the entrance off the Kiwi Crescent right-of-way. This track will have low grades that allow easy uphill walking along and up the ridge to the east of the existing forest track, eventually connecting to the existing forest track approximately 420m below the farm gate, and thereby bypassing the current steep climb from the bottom.
5. Measures should be implemented on the tracks to ensure that walker and cyclist users are confined to their own track and separated for safety reasons, e.g. the inclusion of steps and biking barriers on the walking track.
6. Powerful signage be erected to help understand compliance.
7. Communication with cycle groups (such as the Mana Cycle Group) to encourage understanding and compliance.

**Track Proposal Three** - A track for the less able people such as those with disabilities, older people, or those with little children.

FOTBR proposes the establishment of a loop meandering walking track (called Puratoke Track (glow-worm track) close to Kiwi Crescent. Land where tracks can be constructed with very gently slopes (1-3 degrees) or gentle slopes (3-5 degrees) are constrained here to a narrow corridor beside the stream. Suggestions from people surveyed are that they would like this track to be a loop walk.

Measurements and observations show a track would be possible as follows:

1. The Puratoke Track would start at the Kiwi Crescent entrance and follow the walkers track ascending for approximately 280 meters into the Forest of Tawa.
2. It would then turn north and east and gently descend, meander downward towards the stream at a lower level nearer to the stream, creating a second trackway back to the entrance. Thereby not directly repeating the inward walk but undertaking a “new” view and creating a 600 m (approx.) round trip over grades of from 1 to 5 degrees ascending and 1 to 9 degrees descending.
3. The descending Puratoke Track must remain on the true right bank of the stream due to the lands steepness and to retain biological protection of the south facing terrain for the Puratoke.

#### **Track Proposal Four** - an arboretum and information signs

FOTBR proposes the establishment of a modest arboretum with appropriate signage and education information be established on the flattish land that occurs at approximately 260 to 280 metres up the track from the Kiwi Crescent entrance. This would be an informative and educational centre for all who visit this trackway.

Due to the botanical value of the undisturbed area on the northern side of the stream below the existing culvert crossing, any future tracks should remain on the south side until that culvert crossing is reached.

FOTBR is willing to advise and contribute as a community stakeholder to the development of these track proposals.

#### **Walking and Cycling Track from Chastudon Place**

**FOTBR recommends** that improvements be made to the short, but steep and rough access route, which currently exists between Chastudon Place and the ridgeline so that this also becomes another ridgeline access point that becomes more acceptable for use by a wider range of users. This access point is also located quite close to the proposed bottom stations of the PAP zip-line.

#### **Entrances**

The OGBMP asks for suggestions for access points.

**FOTBR submits** that it supports that the entrance from Kiwi Crescent to Forest of Tawa being designated a Secondary OGB entrance.

**FOTBR submits** that it recommends that a new designated Main OGB entrance be created as part of the Upper Stebbings Valley Structure Plan and be located at the head of Stebbings Valley, which would have links to the OGB through both the airstrip block and the Marshall ridge connectors.

The draft OGBMP suggests that there is potential for a roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance.

**FOTBR strongly opposes** this suggestion for a roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance because:

1. There is insufficient room to accommodate a roadway and tracks for walkers and cyclists.
2. Combining drivers, walkers, the less abled, and cyclists on a single road would create significant and unacceptable safety hazards.
3. There is already an under-utilised public playground and park, the Larsen Park, only 220m from the Kiwi Crescent entrance. Data collected daily, at random times each day, from December 2018 till March 2019 shows that over this period Larsen Park has never had any visitors at the times the observer was collecting data at the park.
4. The WCC Northern Reserves Management Plan March 2008 recommends decommissioning Larsen Park (220 meters from the entrance to the Forest of Tawa) hence it is difficult to understand the WCC recommendation for another cold, damp, uninviting, isolated children's park in an adjacent ecological area, just 220 meters away.
5. A roadway, car park, and playground are inconsistent with the rationale for the purchase of the land, 'to preserve its ecological, recreational and water management value'.

FOTBR also suggest that given the impact of public access to the landowners adjacent to the Forest of Tawa Kiwi Crescent track entrance, the Council should consult with them to agree measures to improve their privacy and security.

#### **6.1.1.7 Community awareness**

It is noted that the PGBMP mentions that the 2017 purchase of Forest of Tawa was strongly advocated by the local community, reflecting the value it places on the open space along this ridge.

FOTBR submit that the other reasons for the community interest in purchase of this block should also be noted;

- protection of the indigenous remnant and regenerating landscape as part of a western Tawa hills corridor, and
- protection of the steam catchment to maintain water quality and management of downstream flood mitigation and sediment runoff.
- and enhanced recreational access potential with ability to access the ridgeline and recreation areas beyond, and in particular the ability this provided to connect the Redwood Bush and Forest of Tawa tracks to form a 2-3 hour loop walk, using existing

tracks, including some on private land. A number of WCC Councillors walked this route prior to deciding on the purchase.

### 6.1.2 ACTIONS

**FOTBR generally support** the proposed ACTIONS for Management Sector 1 with the following comments.

#### 6.1.2.1 - Land Administration

##### **Land Status**

With regards to this ACTION ....

"4. Advocate for Open Space provisions in the Upper Stebbings Valley Structure Plan process to extend and help connect reserves along the Ohariu Ridge in Management Sectors 1 and 2."

It is noted that Ohariu Ridge is not actually included in the Upper Stebbings Valley Structure Plan area so FOTBR recommends that this ACTION should be focused on "Advocate for Open Space provisions in the Upper Stebbings Valley Structure Plan", and a separate ACTION be added to "Explore options to negotiate access across private land to bridge the gaps in the existing track network along Ohariu Ridge between the airstrip block and Old Coach Road".

#### 6.1.2.2 - Nature

##### **Weeds And Animal Pests**

FOTBR recommend that a specific ACTION be included here to

"Develop and execute a plan to control wilding cherry trees through Management Sector 1."

##### **Research**

With regards to the ACTION

"14. 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."

FOTBR submits that this ACTION for water quality and fresh water fauna monitoring should be undertaken as a research activity regardless of the forestry and restoration activities, to provide a baseline to monitor the water quality of the area and early warning of any deteriorating activity.

#### 6.1.2.3 - Landscape and Land Use

##### **Open space management and structure planning**

FOTBR notes that the Ohariu ridgetop Skyline Track potential route is not part of the Upper Stebbings Valley structure plan area.

### **Forest management**

As mentioned earlier in Management Sector 1 FOTBR OPPOSES the ACTION

"4. Progressively remove the exotic plantations in the Spicer / Forest of Tawa area and restore the area to indigenous vegetation, as per plan shown in the Management Sector 1 maps."

#### 6.1.2.4 - Culture and Heritage

### **Interpretation**

1. **FOTBR recommends** that Tawa Historical Society be included as a stakeholder for consultation on the consideration of interpretation material for the local history of Management Sectors 1 and 2.

#### 6.1.2.5 - Recreation & Access

### **Track Network**

**FOTBR submits** that the ACTION ....

"2. 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."

be modified to read

"2. Explore the feasibility of better connecting Spicer Forest and the Airstrip Block gap, for walkers, horse riders and cyclists, via easement or purchase."

**FOTBR also submits** that Redwood Bush, the Airstrip Block and Spicer Forest / Forest of Tawa should be connected. A route already exists, dating back to at least World War II. An additional ACTION should be inserted to focus on negotiating with the land owner to formally allow maintenance and public use of the track.

### **Entrances, facilities and wayfinding**

With respect to the ACTION ...

4. Investigate where to develop a new main entrance in this sector ...

**FOTBR submit** that a "Main entrance" to be provided at the head of Stebbings valley as part of the Upper Stebbings Valley Structure Plan with connector tracks through the Airstrip block to meet with the Te Araroa Walkway, and to the Marshall ridgeline to meet with a future bridle walking track from Brasenose Park to Spicer Forest.

**FOTBR supports** the development of a Secondary category OGB entrance at Kiwi Crescent, and that further Secondary entrances be provided at the end of Ohariu Valley Road, and near the Marshall ridge above the Arohata Block.

## Sector 1 MAPS

Sector 1: Te Ngahere-o-Tawa / Redwood – Current map

FOTBR recommend that the legend title “OGB Reserve and WCC Land” be changed to “OGB Reserve” as it is on the Future initiatives map.

While outside of the OGB area - FOTBR recommend that the tracks of Charles Duncan Reserve and Woodburn Reserve probably should not be indicated as Shared Use Tracks.

## 6.2 SECTOR 2: OHARIU RIDGE

Under Local Communities of interest :

- add Ohariu valley

### 6.2.1 OVERVIEW

As explained under sector 1, **FOTBR SUBMIT** that the northern boundary of Management Sector 2 be retained as indicated in the Sector 1 or Sector 2 maps; i.e. the bush areas of Stebbings Bush and the Redwood Bush extension which are part of the Upper Stebbings Valley structure plan and that are contiguous with the existing Sector 1 OGB bush and plantation areas and are likely to in future become part of the OGB, should also be included in Sector 1 and not Sector 2.

#### 6.2.1.1 Land Status

**FOTBR recommend** that the heading for this section become “Land Administration” to be consistent with other Management area sections.

#### *Upper Stebbings Valley Structure Plan.*

**FOTBR applaud** the benefits of the holistic forward planning that a structure plan provides for the greenfields residential housing development proposed for the Upper Stebbings Valley area, and the allowances that this will provide for riparian and waterway protection, using a water sensitive design model, provision for green space areas for neighbourhood parks and protection of the remaining native bush remnants and regenerative bush areas and particularly those contiguous with the OGB.

While this structure plan area is outside of the scope of the OGBMP review, there are important consequences that the Upper Stebbings Valley Structure Plan should consider by virtue of it being a neighbouring area to the OGB and some of the goals and visions of the OGBMP.



**FOTBR therefore SUBMIT** that the OGBMP become a input to the Upper Stebbings Structure Plan design process and relevant submissions related to this area be provided by the OGBMP Team to the Upper Stebbings Valley Structure Planning Team.

For this purpose FOTBR has summarised our recommendations for the Upper Stebbings Valley Structure Plan design in the opening General Comments Section of this submission.

The OGBMP makes mention that “A local road could be built in future over Marshall Ridge, connecting Churton Park and Redwood.”

**FOTBR SUBMIT**, that due to the current controversial nature of any road between Stebbings Valley and Tawa that mention of such a road be deleted, and rather that the Upper Stebbings Valley development will in future facilitate additional access routes between Stebbings Valley and Tawa.

**FOTBR further SUBMITS**, that any local road should avoid the bush land above Redwood Bush, including that which is privately owned. This means that the road will need to follow a route to the south of the bush.

#### **6.2.1.4 Recreation and access**

**FOTBR SUBMITS** that, on the question of the need for a new entrance to the OGB in the vicinity of Management Sector 2, that preference be given for a new Main category OGB entrance being created at the head of Stebbings Valley and that provision be made for this within the Upper Stebbings Valley Structure Plan, with secondary entrances at Marshall ridge above Arohata Block (depending on new roadway routes), and at the Old Coach Road entrance.

#### **6.2.1.5 Culture and Heritage**

**FOTBR recommend** that the Tawa Historical Society and local Maori Iwi be included among the local history groups when time comes for consultation about places or values of interest in this sector, and associated information panels or online references.

#### **6.2.1.6 Community**

**FOTBR wishes to have noted** that it is actively involved in the northern part of this Management Sector and wishes to be consulted as a stakeholder, particularly with regards to the Redwood Bush Extension and Stebbings Bush areas and the Airstrip Block.

### **6.2.2 ACTIONS**

**FOTBR generally support** the proposed ACTIONS for Management Sector 2 with the following comments.



#### 6.2.2.1 - Land Administration

##### Land acquisition

1. "Continue to look for opportunities to improve the connectivity of the OGB along the Ohariu Ridge."

**FOTBR STRONGLY SUBMIT** that WCC give proactive priority to this action by way of easement over private land if necessary, to allow pedestrian access along an extended Skyline walkway.

2. "Advocate for Open Space provisions in the Upper Stebbings Valley Structure Plan process to extend and help connect reserves along the Ohariu Ridge in Management Sectors 1 and 2."

**FOTBR note** that as per Sector 1 ACTION - Ohariu Ridge is not actually included in the Upper Stebbings Valley Structure Plan area so that this ACTION should be focused on "Advocate for Open Space provisions in the Upper Stebbings Valley Structure Plan", and a separate ACTION be added to "Explore options to negotiate access across private land to bridge the gaps in the existing track network along Ohariu Ridge between the Airstrip Block and Old Coach Road".

#### 6.2.2.2 - Nature

##### Caring for Nature

2. **FOTBR recommend** that "Work with neighbouring landowners to identify and protect prime bush remnants through future subdivision proposals", not be just through further subdivision proposals – also by being 'good neighbour'.

##### Streams

**FOTBR recommend** that an additional generic ACTION be added to "Protect and enhance the vegetation cover in stream catchment areas".

#### 6.2.2.3 - Landscape and Land Use

##### Open space management and planning

1. "In the Upper Stebbings Valley structure planning process, advocate opportunities to reinforce the OGB important role in urban form and open space provision, including : ...."

**FOTBR suggest** the addition of the following points be added to this Action;

- e) Protecting the continuity of open space along the northern sector of the Marshall Ridge as both the visual backdrop for the suburb of Tawa and protection of the Redwood Bush extension bush areas.
- f) Maintaining some areas of open grassland on the ridges to preserve viewpoints.

#### 6.2.2.5 - Culture and heritage

##### Naming

1. **FOTBR OPPOSES** the inclusion of the entire forest area of Spicer Forest under the name of

“Te Ngahere-o-Tawa / Forest of Tawa” as explained under Management Sector 1 above.  
This Action is also related to Management Sector 1 and not Management Sector 2.

### Interpretation

2. **FOTBR recommends** that Tawa Historical Society be included as a stakeholder for consultation on the consideration of interpretation material for the local history of Management Sectors 1 and 2.

### Track Network

4. “Explore opportunities to connect the 2km gap in the Skyline Walkway between 944 Ohariu Valley Road and 268 Ohariu Valley Road properties.”

FOTBR recommend that the ACTION be added here transferred from Management Sector 1  
“Re-route the Skyline Track to the ridgetop in the event of securing public access across the top of the ridgetop to the north along the ridge.”

### Entrances and facilities and Wayfinding

**FOTBR recommend** that a Main category OGB entrance be provided at the head of Upper Stebbings Valley and further secondary entrances be provided at the end of Ohariu Valley Road, near the Marshall ridge above the Arohata Block, and at the existing Old Coach Road entrance.

#### 6.2.2.6 - Community

**FOTBR recommends** that the following ACTION included in Management Sector 1 also be repeated for Management Sector 2.

### Work with neighbours

2. “Continue to support and encourage 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 OGB reserves of high natural value, such as Redwood Bush, or the seed sources important for enhancing the OGB ecological corridor.”

## PART 7 – APPENDICES

### APPENDIX 3 - SUMMARY OF SITES REQUIRING CLASSIFICATION UNDER THE RESERVES ACT

**FOTBR supports** the principle that land areas designated as part of OGB be classified as Scenic B Reserve under either Section 14 or Section 16 of the Reserves Act, as applicable.

Specifically for Management Sector 1 - Spicer Forest (1.2.1 and 1.2.2) and Forest of Tawa

(1.3.1 and 1.3.2).

**FOTBR SUBMITS** that these parcels also be rezoned to Open Space B in the District Plan in keeping with other similar OGB parcels.

It is noted that the Spicer Forest parcel 1.2.3 owned by PCC is not proposed to be classified.

**FOTBR recommends** that WCC raise this with PCC to suggest that this parcel be also classified as Scenic B Reserve.

It is noted that that the Airstrip Block is not proposed to be classified under the reserves act at this time – it remains rural. **FOTBR recommends** that this parcel also be classified as Scenic Reserve B once the house situation is resolved and this plantation harvested.

FOTBR wish to make an oral submission.

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25 March 2019

Outer Green Belt Management Plan (1781014)  
Wellington City Council  
PO Box 2199  
Wellington 6140



[outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)

Re: Outer Green Belt Management Plan Review

The letter is the submission of the New Zealand Four Wheel Drive Association (NZFWDA) in respect of Wellington City Council's Draft Outer Green Belt Management Plan 2019 (OGBMP).

The NZFWDA is the national 4wd body in New Zealand. It is a volunteer association which exists to encourage and promote the responsible use of 4WD vehicles and to advocate for their access to public lands.

A large number of 4wd Clubs in New Zealand are affiliated to the NZFWDA, which is an Incorporated Society established in 1974. It is managed by its National Executive through a structure of three regional zones, Northern, Central and Southern, and the Competition Committee.

Collectively the Association comprises 62 affiliated Clubs, with some 2,000 members in total. The Cross Country Vehicle Club Wellington Incorporated (CCVC) is one such club and is one of the largest and most well respected 4wd clubs in New Zealand.

Our submission is made on behalf of all our affiliated clubs and their members. We understand that CCVC has made its own independent submission.

#### *What our submission covers*

Our submission is directed at those elements of the OGBMP that have relevance to the interests of the NZ 4wd community.

While we recognise that changes to reserves classification in places throughout the OGB will be necessary, we have not attempted to analyse those nor to make recommendations in that respect, although we would be happy to look more closely at this once the draft OGBMP is updated as a result of this initial round of consultation.

We have also not commented on other aspects of the OGBMP that are outside our scope.

#### *Recreational access to tracks throughout the Outer Green Belt*

The focus on allowing and encouraging recreational use of the OGB is admirable and we support this fully.

We recognise that there are many forms of outdoor recreation and that these must take place on a shared basis with each form of recreation respecting the others.

Section 4.5.2.2 on page 53 of the OGBMP allows for motorised vehicle access under certain conditions:

- We suggest the wording of the first numbered paragraph "Prohibit, or manage through specific approvals..." could be interpreted ambiguously and recommend it be reworded with more clarity. Even a simple change such as "Prohibit, except as managed through specific approvals..." would be preferred.
- It is rewarding to see the recognition of community services by our members, such as enabling some people access to the OGB who would otherwise be physically unable to do so. The wording could be expanded to state this as a fact, which it is historically, perhaps along the lines of " There have been occasions where infrequent one-off events have enabled

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, or simply facilitating people with impaired mobility to enjoy the experience of the OGB. And this type of event should be allowed for in the future."

- All other aspects of 4.5.2.2 are entirely appropriate to the 4wd access that our members enjoy, and we strongly support the wording employed.

Section 4.5.2.3 on page 54, numbered item 4:

- This describes maintaining 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.
- In keeping with the intent expressed in section 4.5.2.2 we recommend adding reference to approved and permitted recreational 4wd vehicles.
- There may be other similar references in other parts of the OGBMP that would need a similar adjustment.

Section 4.5.2.6 describes organised outdoor events and programmes and discusses the concept of "signature" events.

- We support the approach of "managed activities" to handle such events.
- We suggest inclusion of an annual 4wd signature event where a local 4wd club could take members of the public as passengers on an excursion through the OGB, say along the ridge-tops, such as is already undertaken elsewhere as part of the Greater Wellington Regional Council's summer programme and its 4wd "sunset tour" events. Another example is the annual rubbish clean-up along the South Coast unpaved road.

Section 5.3.1 on page 77 includes a list of activities.

- We recommend that permitted recreational 4wd events be added to this list.
- Alternately this could be achieved by adding a general category of managed activities and a reference to 5.3.2
- We support the restrictions set out in 5.3.1.1

Section 5.3.3 describes prohibited activities.

- We support the inclusion in 5.3.3.1 item 3 the bullet "off-road use of motorised trail bikes or 4 wheel drive vehicles (unless approved for one-off recreational event access)" and in particular the meaning that the permitting of one-off events will be considered.

Community Contribution

- Although the OGBMP mentions community contribution in places, we did not find recognition of community contributions made by many volunteer organisations, and in particular for example the contribution made by CCVC over some 20 years.
- We recommend a specific allowance in the OGBMP (if it is not there already) to allow and encourage such activities.

#### *Vehicle access along the South Coast unpaved road west of the Te Kopahou Visitor Centre*

The existence of this well-established unpaved road is well known to Council and it has been the subject of much public and Council attention from time to time over the years, culminating in the inaugural South Coast Management Plan in 2001 and its successive updates.

While there are some exceptions, the road is generally used responsibly by people undertaking many forms of recreational use. Council considers improvements to the management and maintenance of this road from time to time. Section 6.7.1.5 describes this on page 191 of the OGBMP.

Our comments:

- The predominant local 4wd club CCVC has worked in collaboration with Council over many years in the monitoring and maintenance of this road and its environs and this community contribution is well recognised by Councillors and Council Officers.
- We recommend that Council considers introducing a by-law to reduce the speed limit on this road. The by-law and associated sign-posting of that speed limit will provide a basis for enforcement.
- We support the action in 6.7.2.5 item 5 on page 196 to "increase park ranger and volunteer warden patrols throughout the week to enforce speed limits and promote respectful shared use behaviour."
- We support the intent expressed in 6.7.2.5 items 6 and 7 on page 196 to consult with the community on options of additional periods of road closure, in particular the specific inclusion of off-road vehicle users in that consultation.

Specifically regarding the apparent proposed inclusion of the South Coast unpaved road in the OGBMP:

- It is unclear whether the Draft OGBMP proposes to move the South Coast unpaved road into the OGBMP or not.
- Section 6.7.1.1 on page 186 refers to a need for a minor review of the South Coast Management Plan to remove the reserve from its scope. It is unclear what this means and while the detail might be explained elsewhere in the document, this wasn't readily apparent.
- If the meaning is that the road is moved out of the South Coast Management Plan and into the OGBMP, there are implications that don't appear to be addressed in this draft of the OGBMP.
- We support retaining this road as a legal unpaved road open to the public, accepting that various forms of restrictions may be appropriate to ensure appropriate use and behaviours.
- We recommend more focus to clarify the intent regarding the unpaved road and we expect that additional consultation with a focus on this will be appropriate.

*In conclusion*

Thank you for the opportunity to participate in the consultation on the draft OGBMP.

I confirm that we do wish to have the opportunity to speak in support of our submission at the hearing.

Yours faithfully,



Grant Purdie  
National Public Relations Officer, on behalf of  
**The New Zealand Four Wheel Drive Association Incorporated**

[Redacted]  
[Redacted]  
[Redacted]

## Draft Outer Green Belt Management Plan 2019

# SUBMISSION

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Submitter Names: Frans & Naomi Steenkamp (Lot 2 DP 462620)  
 Postal Address: [REDACTED] Marion Square, Wellington 6141  
 Email Address: [REDACTED]  
 Phone: [REDACTED]

We are legal land owners of a property that, neighbours and, to access, has to cross through current Outer Green Belt spaces, namely between Sector 6 and Sector 7.

We confirm we would like to make an oral submission when the opportunity presents itself in April.

Please find below our comments:

*We have restricted our submission comments to include only the relevant Sectors to us – namely, Sector 6 Wrights Hill/Zealandia & Sector 7 Te Kopahou.*

### **Road name error on map:**

Map 'Te Kopahou Reserve' on page 16 of 'Proposed Reserves Classification – OGBMP 2019' incorrectly shows South Karori Road in two places, neither of which are South Karori Road. Please amend map and show proper names for the roadways.

Also, is WCC being clear as to why they need this reclassification on this land? Understand the history of how it was acquired – just trying to understand why it needs to be reclassified and subdivided unless it is to cater for a new use of land / new activity type.

### **(Proposed) Zipline mention throughout:**

We are concerned about the lack of accurate and information about future plans for commercial partnerships with private businesses anywhere within the outer green belt, especially in regards to the mention of the Zipline, which has not even had a Resource Consent approved for its operation, yet is included in the Draft OGBMP in numerous places – almost like it is a given. We would like the information provided to be able to be viewed and corrected by the legal stakeholders of the roadway 'Hawkins Hill Road' that the proposed commercial activity will likely share. The District Plan and RMA clearly state the rules by which anyone doing anything must abide – and so, this must take place, even and especially when WCC is the land owner.

### **OGBMP purpose confusion:**

We are confused as to why, when it is one of the purposes of the OGBMP is "to promote co-operation between the Council, neighbours, stakeholders and the community in regard to managing the Outer Green Belt" that the community (legal stakeholders of ROW) that resides inside (accesses through) Sector 6 and Sector 7 struggles to be notified and has had to chase the Parks & Reserves department for (and is still awaiting fulfillment

of) the simple promises made at numerous meetings – I am happy to provide a list of these promises.

### **Partnerships with neighbours:**

We feel that there has not been yet, a “partnership” formed. We reside in an area of Wellington where we have to access our properties through the Outer Green Belt, via a roadway that is owned by WCC, and is maintained by Parks & Reserves. Despite having a good relationship with Paul Andrews and Joel deBoer, still no fulfillment of promises made at the numerous meetings have occurred – it seems the first public mention in council documents are from the OGBMP of 2004 when it was identified that WCC would need to establish these partnerships with neighbours is still a “hot potato” – surely there are relevantly qualified personnel at WCC who can join the dots and make this happen for us all.

### **Commercial Activities:**

We feel that WCC must follow its own statements (as made in 5.3.2.12) and publicly notify the Zipline application as it is a non-complying activity.

### **Recreation and access (as per 6.7.1.5):**

Re: Hawkins Hill Road. (Refer to Sector 7 Te Kophahou key action “manage Hawkins Hill Road with those who have legal rights of way to benefit public use” ...

We value the enjoyment of this area for everyone. However, for those of us having to live and / or drive on Hawkins Hill Rd to access our properties this is challenging as this road is our only access. It is our driveway. Legal Right of Way for landowners must take precedence over any other use of the road. The major problem is not speed. The road is not fit for purpose as a combined use road for cyclists, walkers, runners and vehicles concurrently. The council has an obligation to the public (whom are given permission by WCC) to ensure that the access is safe for them.

The council should not be encouraging increased road use by the public when the road has been determined (in a council commissioned report) to be unsafe. The council should not be permitting activities that increase road use until such time as the road is of a standard to accommodate such use. Activities such as the Zipline will add significant traffic usage to an already failing road.

We support the City Strategy Committee's (November 2018, meeting), approval of the Tonkin & Taylor Report for the \$1million dollar spend on the Hawkins Hill Road and await the notification of the start date. In addition, the recommissioning of the electronic gate was also approved in the same meeting, and we support this as a means of limiting the vehicular movements along this road to only those who have legal rights or approved access

### **Plan including “new entrance” to the Brooklyn Wind Turbine & “toilets”:**

We do support better facilities at the Brooklyn Wind Turbine. The new main entrance if it were to be a proper intersection style dual turning access at 48 Ashton Fitchett Drive will be awesome.



I think the key here will be a big infographic board with key messages to the groups of people who are likely to access this vantage point.

To mention a few groups you may wish to contain information for (I see you have a lot of 'wayfinding' items mentioned on page 197 of the Sector 7 Te Kopahou plan:

- Those looking for a toilet
- Those looking for a rubbish bin (assuming you would provide these up top, as no doubt with toilet facilities you will suddenly get more people bringing food for picnicking etc).
- Those with dogs (not the onleash requirement)
- Those with special access requirements
- Those wanting to run/walk/cycle and which tracks are for what
- Those wanting to know where tracks start / finish / how long in min and km they are
- Those wanting to know more information about area – Qcodes to WCC website
- Those looking for a freedom camping spot (I would mention Owhiro Bay campsite with a Q-code).

Coastal Road (page 191 Sector 7 Te Kopahou plan:

We think the Coastal Road should be permanently closed and the Council should have a number of advertised / open days per year whereby public can 4WD access to the Coastal Road. The costs incurred by Council to regrade the Coastal Road would far outweigh the current use. By making it special days per year Council could pool its' resources and regrade specifically for the events. As a second tier, we also support night time closure / access – as this is when the majority of 4WD users do their poaching on the South Coast.

Compliments:

Thank you for the opportunity to submit feedback on this draft plan.

Thank you also for the recent pothole repairs and berm mowing that has taken place on Hawkins Hill Road in March 2019.

**[ENDS]**

Submission - Draft Outer Green Belt Management Plan 2019  
Georgia Vaughan

Thank you for the opportunity to submit on the Draft Outer Green Belt Management Plan 2019. This is my written submission. I'd like to present an oral submission too. I'm a member of the group Wellington the Walking Capital.

According to the Draft OGB 2019 more than 70% of Wellington track uses are pedestrians and only 20% are mountain bikers yet many of the Key Actions reflect the needs of mountain bikers. While the plan claims to want to protect the environment many of these Key Actions will have the exact opposite affect, causing unnecessary environmental damage. I believe the Wellington Regional Trails for the Future – a strategic framework for trails in the Wellington Regions, 2017, and the mistaken belief of many Councilors and Council Officers, believing mountain biking will bring economic growth to Wellington, is the real driving force behind many of the Key Actions.

After talking with a large number of walkers and runners, I believe that the OGB needs to reflect 3 overarching principles in this order – environmental protection, safety for people and a pedestrian-centric approach.

- Firstly, protection of the environment trumps everything in all decision making. And changes, big and small, be it management plans, track maintenance, track building or tree felling must be based on best environmental practice. Protecting our forests usually means leaving them alone (exotic and native) unless there's a compelling environmental reason for development or change (it goes without saying that pest management is essential).
- Secondly, WCC needs to keep track users safe. Activities such as mountain biking and dirt biking, for example, must be restricted to designated focus areas which give priority to a particular activity. Mountain biking and walking/running on shared tracks in hilly bushy terrain isn't safe. However, some tracks may be suitable for bikes and pedestrians to share but these 'shared tracks' must meet a strict criteria.
- Thirdly, since 70% of track-users are pedestrians the OGB needs to reflect their needs.

As a long standing resident in Karori and a member of Wellington the Walking Capital I'm going to focus my submission on 2 areas: Karori Park and Johnston Hill.

WCC has spent time and money consulting with mountain bike groups. They have not consulted extensively or adequately with the biggest user group: walkers and runners. If they had the Draft OGB Management Plan 2019 would look completely different.

### Karori Park's Forest

I object to WCC's plan to build 2 connector tracks in the forest behind Karori Park. WCC misled the community about this proposal in The Wild Side of Karori Park Consultation in December 2015. The Draft Makara Peak Mountain Bike Park Master Plan in November 2016 made it clear that Karori Park would become a secondary entrance into Makara Peak, thus changing a suburban family forest into an extension of Makara Mountain Bike Park – something Council Officers and representatives of Makara Peak strongly denied in all of the many 'Save Karori Park Forest Group' meetings in early 2016. In fairness to the people of Karori and all the people that use this forest a fair and transparent public consultation needs to take place. Their needs to be full and frank disclosure about WCC's true intentions in transforming a quiet forest used in the main by walkers and runners into an extension of Makara Mountain Bike Park. I will be referring this breach of process and inadequate consultation to the Ombudsman.

### Johnston Hill Scenic Reserve

Johnston Hill was changed from a 'pedestrian-only area', because of a slyly placed ambiguity in the OSAP 2016, into a predominantly 'shared-tracks' area. To date the Council has been unable to explain how this happened. There wasn't any community consultation on this change of track status in an area of huge environmental significance. This is a complete breach of process.

Because of the status of much of Johnston Hill becoming, albeit sneakily, shared, WCC have accepted a proposal from Wellington Mountain Bike Club to build: 5 grade 5/5+ downhill mountain bike tracks through areas of regenerating native bush in pine forests; and to change an existing walking track, which follows a stream through pristine native forest, into a grade 5 downhill mountain bike track. This proposal should never have been considered by WCC and wouldn't have been if Johnston Hill Scenic Reserve was 'pedestrian-only'.

I demand that Johnston Hill in its entirety from David Crescent to Otari-Wilton's Bush return to its 'pedestrian-only' status. It's a Key Native Ecosystem and has important forest remnants. It's one of the very few places in the Outer Green Belt that people can walk and run and not have to worry about meeting a bike. The nasty accident on Mount Victoria several weeks ago, where a walker was seriously hurt after being knocked down by a cyclist, should be proof that pedestrians need bike-free forests to walk and run in.

I intend to get to the bottom of this.

Kind regards

Georgia Vaughan



**Submission to the  
Wellington City Council  
  
Draft Outer Green Belt  
  
Management Plan  
  
March 2019**

*Mike and Jo Wilson*

*25 March 2019*

## Our Submission

We agree with the overall purposes and objectives of the Draft Plan. We love the vibrant native birdlife that Wellington's green belt offers. We are members of Zealandia and take great pride in the benefit it provides to us and our city.

The land subject to this Submission is described in the Draft Plan as references 6.2.11 the "Zealandia Buffer – 133E Messines Road, Karori". It is in essence parts of the Karori Reservoir title left outside the Sanctuary (Zealandia) predator fence when it was built in 1999. It also includes access up to the water reservoir.

We note that a comprehensive submission has been put forward by the Versailles Street Residents Group. While we support their submission, and do not intend to replicate their submission, we do wish to make several key points:

1. **Lack of Consultation:** There has been no consultation with us on the Draft Plan. If it were not for an opportune discussion with a Versailles street resident we would have not known about the proposed changes. As residents of the property for almost 20 years, fruit tree guardians with the council managing fruit trees on the site, and maintainers of an area which has been largely unchanged for the last 50 years, we expect better from a 'good neighbour'.
2. **Fire risks:** We maintain a 10m grass and scrub-free area between the rear of our property and the bush, as per council guidelines. We do not believe that native bush would provide sufficient protection.
3. **Public access risk:** We already support appropriate public access to the area, and the proposed approach does not take the current public access, which we support and help maintain, into consideration.
4. **Traffic Safety risk:** We are concerned that the removal of vehicular access to Croydon Street properties will place more vehicles out on what is already a congested street and bus route with no parking. Residents currently choose not to park on unmarked road area by the bus stop on the road side of our property, to reduce congestion.
5. **Maintenance of bush:** While we support the appropriate reinstatement of native bush between the Zealandia fence line *and a suitable firebreak*, we are concerned that there is not a clear plan for how this would be achieved, monitored and maintained during the establishment of the bush and maintained in the long term. Several previous native plantings have struggled to take hold due to aggressive gorse, broom and fennel growth.

Our request is that the proposed reclassification and changes in the Draft Plan for area (section 6.2.11) are withdrawn, and the current plan's wording retained until such time as proper consultation can occur and a forward looking and reasonable plan can be put in place, in conjunction with residents.

We would like to make a verbal submission to the council at the appropriate time to support our concerns, and to begin proper consultation with the council.



*The northern end of the area, we are located at #17.*





*The southern, uphill area.*

## Our Details

|                        |                                          |
|------------------------|------------------------------------------|
| <b>Name</b>            | Mike and Jo Wilson                       |
| <b>Email address</b>   | [REDACTED]                               |
| <b>Contact phone</b>   | [REDACTED]                               |
| <b>Address</b>         | [REDACTED]<br>Karori                     |
| <b>Capacity</b>        | This submission is made as individuals   |
| <b>Oral Submission</b> | We would like to make an oral submission |



## Draft Outer Green Belt - Management Plan 2019

### Submission by the Glenside Progressive Association

**Name:** Barry Blackett

**email:** [REDACTED]

**Phone:** [REDACTED]

**Submission:** On behalf of The Glenside Progressive Association.

#### Summary

**The Outer Green Belt (OGB) is a great asset to the City. We support the proposed Management Plan and the protection, opportunities and facilities that it offers but see development of the OGB as a continuous long term venture and do not wish to see Council's full resources put into this project alone for the foreseeable future.**

**More work is needed in Sector 2 which is the weakest link in the OGB at the moment and this is where Council's focus needs to be. We suggest some alternatives should this not be possible.**

**We want Council to continue to provide and develop reserves, planting projects and walking tracks in reserves close to where most people live.**

We would like to make an oral submission to the Council:

#### Yes

1. Do you agree that the Vision statement on the front of the Summary Document or in Part 2 of the draft plan captures what is special about the Outer Green Belt Reserves?

#### Yes

2. Looking at the Summary Document section 'What is the Outer Green Belt?' or at Part 2.3 and Part 3 of the draft plan, do you agree with:

- the Guiding Principles: **Yes**
- the Key Values: **Yes**

3. Looking at the plan highlights in the Summary Document, do you think these will help achieve the Vision that the Outer Green Belt:

1. is Wellington's wild green connector : **Yes**
2. visibly defines the edge of the city :

**The OGB defines the Western edge of the City but other reserves: Belmont and Horikiwi are also important in that they contribute to defining the Eastern edge.**

3. protects and connects nature : **Yes**
4. invites people to escape and explore : **Yes**

4. Looking at Parts 3.6, 3.7 and 4.6 of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

**No but see comments on Sector 2 at end of our submission.**

5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan). Do you agree that this should be the main priority?

**No**

**Council rightly places some emphasis on completing track linkages. Local communities may place less emphasis on this and more on using available resources to build the best tracks possible in their locality, ie from where people live to accessible lookout points.**

**The linkage from the Old Coach Road saddle point to Ohariu Valley Road is not especially attractive due to the amount of housing and Transpower pylons close by but is readily accessible. On balance, we support this linkage.**

**However, we don't agree that completing such linkages should be the main priority for the next 10 years. We would like to see progress on other linkages as well (eg see Footnote on p3).**

**If Council now regard sections such as this as a vital linkages, adjacent development (eg along McLintock Road) should have been discouraged. To prevent this happening in future, Council must plan well ahead to discourage or prevent inappropriate development close to potential link tracks.**

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3). Click here for maps showing the proposed track networks. 6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

Sector 1: **Yes**

Sector 2: **No**

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

**There is a lack of loop tracks proposed for Sector 2 that link with the OGB.**

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan

that would allow for greater accessibility to the Outer Green Belt by a wide range of people. Is there anything missing that would help?

**The steepness of access to the OGB is its main difficulty. It is a wonderful asset for fit people with some spare time but most of it is inaccessible to people with a disability or who are less fit.**

Possible Solutions:

- **More secondary access points from high level roads.**
- **More information about ease of access from each access point, eg heights and walking times to vantage points.**
- **Better access to Reserves in local communities to compensate for lack of accessibility to Outer Green Belt (See Footnote)**
- **We don't have an opinion about possible gondola access to the OGB tops at this point but would consult widely with our community if this type of access was to be proposed.**

8. The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

#### **Pros**

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

#### **Cons**

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

Do you support the draft plan proposal to phase out grazing animals?

**Don't know**

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#### **Footnote**

A project that the GPA would like to see acted upon in the near future is a link between Glenside Reserve and Seton Nossiter Park via a pedestrian tunnel beneath the motorway. This would provide easy walking access through to Stebbings Valley via Stebbings Walkway as an east-west link. Stronger east west linkages such as this would make the OGB or reserves on route more accessible to suburbs such as Newlands and Paparangi, and Seton Nossiter Reserves more accessible to north western suburbs such as Churton Park and Glenside.

What ideas do you have to balance out the pros and cons?

**Would it be possible to allow animals eg sheep onto grassed areas for a limited time each year for weed control and the reduction of fire risk?**

**Accessibility for horse riders needs to be more visible in the Northern Suburbs. Will Council be consulting with horse riders separately? It's unclear in this document.**

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

Do you support this proposal?

**Don't know**

Do you think it will encourage more people to use the Outer Green Belt reserves?

**Yes. They would be a great asset but the cost is quite high. Council would need to be assured of sufficient usage before embarking on these entrances.**

**We note that most existing entrances are at low altitude and sometimes some distance away from the Green Belt. Some serve special or multiple uses.**

**Our preferred options for the northern sectors are as follows (bold):**

- **268 Ohariu Valley Road** (Totara Ridge) or McLintock Street
- **944 Ohariu Valley Road** (Airstrip Block) or Upper Stebbings Valley.

**However, these locations may not warrant the expense of main entrances. Instead, we suggest that secondary entrances are signposted more clearly and potential secondary entrances such as the above are identified and protected from being blocked by residential development.**

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

**We see the development of the OGB as being a steady continuous process over time and a lot has been achieved already. This Plan helps define and shape the direction it should take in the future but needs more work to get it right in the Northern Suburbs.**

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also

considering the management of all of the areas as a connected whole. The Summary Document lists the key actions and descriptions for each sector (shown on the Map Page).

**11. Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

**Yes**

Does the draft plan support community partnership in this sector?

**Yes**

Does the draft plan support use of this sector by a wide range of people?

**Don't know**

Will the plan ensure the natural environment continues to be protected and improved in this sector?

**Yes**

Do you agree with the actions for this sector?

**Yes**

Please add here anything relevant to this sector that you think is not covered in the plan.

**We would like Council to keep open the possibility of direct back road access from Upper Stebbings Valley to Porirua. This could make some use of existing forest roads in the Spicer Forest area.**

**12. Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

**No**

Does the draft plan support community partnership in this sector?

**Don't know**

Does the draft plan support use of this sector by a wide range of people?

**No**

Will the plan ensure the natural environment continues to be protected and improved in this sector?

**No**

Do you agree with the actions for this sector?

**Don't know**

Please add here anything relevant to this sector that you think is not covered in the plan.

**The *Sector Overview* indicates that Council has limited ability to make this sector accessible and to develop it adequately. The *6.2 Sector 2 Management Plan* is a thoughtful document that describes in more detail the difficulties, the possibilities and what has already been achieved. We can only encourage Council to keep trying and make a few comments and suggestions as follows:**

- **Would the landowner be amenable to track access through a narrow fenced corridor along the ridgeline on a lease type basis?**
- **We see Marshall Ridge as providing the opportunities that the 2km part of Ohariu Ridge not owned by Council cannot offer at present and also see it as lower in altitude and closer to housing, and therefore more accessible. It is also more diverse in character. We strongly recommend that resources and effort be put into Marshall Ridge in the meantime.**
- **We have reservations about planting these areas with natives based on the survivability of native seedlings except in very moist, sheltered environments. There have been four serious droughts since we began planting under the *Glenside Road / Glenside Restoration Group* umbrella in 2011. We have kept our plants alive by watering weekly during these droughts and taking other measures such as the use of retainers. We recommend Council undertake surveys of recent planting by their own teams and contractors used by developers, and work out a robust survivability protocol before proceeding down this road.**

**For example, we understand that 17 000 plants were planted in lower Stebbings Valley in 2017 but only a fraction of these have survived. It would be useful for Council to assess actual survivability rates by percentages and species type in this and like situations.**

**Another potential example is the southern end of Marshall Ridge that was cut to make way for the Westchester Link Road. Initially, Council offered to plant the earthworks cut in natives but later withdrew the offer based on the opinion of an expert environmental consultant who advised that a nurse crop (gorse) would be necessary to ensure survivability of the plants.**



# Makara Peak

## Mountain Bike Park

### Introduction

1. The Makara Peak Mountain Bike Park was established 20 years ago with the mission to create a world class mountain bike park in restored native forest. Since then 50,000 trees have been planted, and 50 kilometres of track have been built. There is significant community involvement, with 3,000 to 4,000 volunteer hours contributed every year.
2. The park gets an estimated 100,000 uses a year. These numbers are rapidly growing with users including bikers, runners and walkers. The range of users is broadening with riders as young as 7 using the park each week. With the popularity of e-bikes older riders are increasingly accessing the park as well. The park has an international reputation, with Redbull TV featuring Makara Peak and Wellington in a feature on mountain biking and 5 star Trip Advisor rating.
3. The restoration of the native forest is guided by the Makara Peak Ecological Restoration Plan. The development of the track network in the park is guided by a Master Plan which was developed by the Makara Park Supporters, the WCC and Trails' by Dafydd Davies in 2017 after widespread community consultation.
4. The supporters agree with the proposals in the draft Outer Green Belt Management plan and have provided specific comments in the attached appendix.
5. The areas of key importance are summarised below:
  - a. The establishment of a Park Ranger for Makara Peak, with 2 supporting rangers and an increase in funding to fully implement the Ecological Restoration Plan and the Master Plan.
  - b. Further support for pest control in the park – particularly large animals such as pigs and goats and certain invasive weed species which are very damaging and outside the ability of the Supporters to control. Makara Peak is a significant forest restoration project and requires this support to reach its potential.
  - c. Access to parts of the WCC Waste Water Land, better linkages to Skyline, Wrights Hill and the South Coast.

- d. An upgrade to parking facilities to meet current demand. The main entrance is currently being upgraded, but further carparking is needed to meet current demand.

## **Park Ranger and operational management plan**

6. Makara Peak currently has a 0.5 FTE ranger allocated to support the operation of the park. While the Supporters and the WCC Officers have an excellent working relationship, there are limits to what can be achieved with this level of resource.
7. Makara Peak currently lacks an overall 3– 5 year operational plan. The conservation work in particular relies heavily on a small group of volunteers who have been involved in the park for a very long time. This is currently well planned and executed, however there is a risk that if these volunteers moved on that much of the knowledge that has developed over the years would be lost.
8. As the trail network grows in size and popularity it is requiring more resources and planning to properly administer. Mountain bike tracks do need ongoing care and maintenance to be kept to the right level for park users. Some of the original structures in the Park are 20 years old and are due for replacement.
9. The Master Plan recommends that a park manager is engaged by the WCC to provide stable governance, and to be able to develop and implement a cohesive management plan for the park. The Supporters agree with this recommendation. The key role of the Park Ranger would be to:
  - Develop a 5 year management plan for the park;
  - Co-ordinate track audits and management;
  - Co-ordinating and resourcing track maintenance;
  - Co-ordinating conservation and habitat restoration work;
  - Co-ordinating and resourcing the inspection and maintenance of all signage and infrastructure;
  - Implementing the 10 year plan;
  - Co-ordinating and facilitating events within the park;
  - Co-ordinating and facilitating community engagement and volunteer management/working parties; and
  - Marketing, promotion and advocacy.
10. In addition, the Supporters request that the Park Manager should have 2 additional rangers to be available to assist with the implementation of the management plan. The Supporters have included in appendix 2 a recommendation for the funding increase the Park Manager will need to implement the Master Plan in appendix 2. This Appendix does not include amounts for the Ecological Restoration Plan, or for additional pest control requested below.

## **Conservation**

11. Makara Peak is significant forest restoration project. There are now hundreds of established Rimu, Totara and Kahikitea in the park which are over 2 metres tall which started as seedlings, as well as established Tawa, Rata, Nikau and many other species which were almost completely absent from the area 20 years ago.



12. The volunteer pest control effort is mainly focused on small animals (mice, rats, mustelids and possums), and targeted weed control. Large pest control (goats and pigs) is outside what the Supporters can manage. Similarly well-established areas of weed infestation are outside what the volunteers can control or eradicate. The Supporters request a significant increase in pest control budget to complement the volunteer effort and achieve the aims of the Ecological Restoration Plan.

## Land Access and linkages

13. The Supporters support the proposal to strengthen linkage between Skyline and Makara Peak and onwards to the south coast. Better links with the Karori Park K2 track, Salvation/Deliverance on Wrights Hill and between Wrights Hill and Polhil would also benefit the overall trail network for all users. The exit from the South West of the Park via Bail Out is over private land. Permission to access this land can be revoked at anytime. The Supporters request that steps are taken to secure this route.
14. There is a small section of wastewater land between Karori stream and Leaping Lizard which we would like to be included into the park so that it can be replanted.
15. The main entrance is currently being redeveloped. This involves the removal of some historic, established plantings adjacent to Karori Stream. Once this work is done the Supporters request that the remaining plantings are given scenic reserve status, similar to the remainder of the Park.

## Car parking

16. The carparks around the main entrance are often full by 9am on a Saturday morning and stay that way all weekend. The main entrance is being re-developed, but this will not result in any more carparks. The Supporters request that further work is done to improve carparking, including:
  - a. The upgrade of 2 existing carparks as recommended in the Master Plan;
  - b. Consider the establishment of a further carpark on "Hazlewood Green" – above and area which has been replanted by the Supporters,
  - c. Better links to the often empty carpark on Fitzgerald Place at the bottom of Wrights Hill.
17. It would make sense that these three areas were developed with an overall plan to complement each other and to also allow better links between the Makara Peak bike park and Salvation/Deliverance on Wrights Hill.

Thank-you

Iain Feist

Chair, Makara Peak Supporters.



**APPENDIX 1 – Comments on Draft Outer Green Belt Management Plan**

**Specific comments an actions associated with Makara Peak**

Overall comment: The Makara Peak Supporters support all initiatives proposed in the outer green belt management plan. We have noted the level of support in the table below in relation to level of priority that each initiative should be given from the Supporters’ perspective.

| Action                                                                                                                                                                                                                                    | Level of support | Comments                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Land administration                                                                                                                                                                                                                       |                  |                                                                                                                                                                |
| Land status<br>1. Survey off from the land designated for ‘Wastewater Treatment Conveyance and Drainage Purposes’ along South Karori Road all the land not required for the Council’s waste water treatment infrastructure and reclassify | Very high        | As part of the Makara Peak Master Plan an extensive trail network that will enhance the amount of grade 3 and 4 tracks in the park is proposed for the current |

|                                                                                                                                                                                                                                                                                                                                                                                                           |           |                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| it as scenic reserve (as proposed in Appendix III) to be managed as part of the Outer Green Belt reserves.                                                                                                                                                                                                                                                                                                |           | WWTP land. Progress in this area of the park is currently on hold until land access has been resolved. Potential access between Makara Peak and the South Coast is also contingent on access through this land.                                                             |
| 2. Initiate the process required to stop the legal road through Makarā Peak to facilitate its primary use for recreation.                                                                                                                                                                                                                                                                                 | Moderate  |                                                                                                                                                                                                                                                                             |
| <b>Nature</b>                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                                                                                                                                                                                                                                             |
| <b>Caring for nature</b><br>1. Protect and restore the biodiversity values of Makarā Peak by implementing the conservation and biodiversity policies in the master plan.                                                                                                                                                                                                                                  | Very high | Conservation and biodiversity in Makara Peak is a primary objective of the Makara Peak Supporters, reflected in the Ecological Restoration Plan                                                                                                                             |
| <b>Streams</b><br>2. 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 Makara Peak Mountain Bike Park Master Plan (where they are superior to regional, national and local policies in terms of protecting environmental values.) | High      | Would also support a wider focus on stream health by focusing not just on track building and management on streams but also the effects of neighbouring residential land on key streams to raise awareness about stormwater runoff, weed dumping in the stream and rubbish. |
| <b>Indigenous flora and planting</b><br>3. Continue restoration planting on Makarā Peak of a wide variety of indigenous species, with a focus on planting emergent tree species.                                                                                                                                                                                                                          | Very high | Conservation and biodiversity in Makara Peak through restoration planting is a primary objective of the Makara Peak Supporters                                                                                                                                              |
| 4. Protect and encourage the spread of the tree fern / astelia plant communities that are a feature in places on Makarā Peak.                                                                                                                                                                                                                                                                             | Moderate  |                                                                                                                                                                                                                                                                             |
| <b>Weeds and pest animals</b><br>5. Implement the weed and pest control programmes for the Makarā Peak Mountain Bike Park outlined in the master plan.                                                                                                                                                                                                                                                    | Very high | We would welcome active control of goats and pigs by culling and fencing. The restoration efforts of the Supporters, supported by plant donations from Council, are thwarted by the effect of pest animals                                                                  |

|                                                                                                                                                                                                                                                  |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6. 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.       | Very high | <p>We strongly support anything that can help control barberry in the park.</p> <p>Biocontrol by Council of African Club Moss, Japanese honeysuckle, ivy, pine, holly, gorse, tradescantia and blackberry is essential to the restoration of the Park as a forest.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Research</b><br>7. Support research into the factors limiting the dispersal of threatened or locally significant bird species from Zealandia such as tīeke (saddleback), kākāriki (red-crowned parakeet), and toutouwai (North Island Robin). | High      | <p>We support this initiative within the context of the existing recreational use of Makara Peak mountain bike park and the plans for new tracks and areas within the park, i.e. without unduly limiting access to existing and planned active recreation areas of the park. We would welcome adding bellbird/korimako to the list of bird species.</p>                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Landscape and land use</b>                                                                                                                                                                                                                    |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Landscape character and views</b><br>1. 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.    | Very high | <p>A key attractor of the mountain bike park is the reward of extensive and impressive views from key vantage points. These should be maintained and enhanced with appropriate facilities, such as viewing platforms, seats, information boards and shelters.</p> <p>We understand that the part of land parcel 5.1.14 that the main carpark is situated does not currently have reserve status. Once the currently planned carpark changes are made we recommend this land is classified as scenic reserve to protect what is left of community-led restoration plantings alongside Karori Stream. The 15 years of volunteer work and many thousands of grant funding put into this area should be protected going forward.</p> |

|                                                                                                                                                                                                                                                                                                                                                                                 |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|                                                                                                                                                                                                                                                                                                                                                                                 |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2. 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.                                                                                                                                             | Very high | In accordance with proposed enhancements for judicious shelter facilities proposed in the Master Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Culture and heritage</b>                                                                                                                                                                                                                                                                                                                                                     |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Interpretation</b><br>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.                                                                                  | High      | In accordance with the Master Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Recreation and access</b>                                                                                                                                                                                                                                                                                                                                                    |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1. 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. | Very high | <p>Connections with the South Coast are a feature of the Master Plan and strongly supported by the Supporters.</p> <p>The OGB plan should also explore securing better access from the end of the formed South Karori Road to the planned Sth Coast joining point within the extended park. This will provide a safe bailout point that does not rely on the grace of adjoining landowners (currently the Bail Out track crosses private land without any formal protection). The sealed road used by WCC on a large easement would provide for easy access for pedestrians and riders in lieu of the extra climb that the Bail out track requires.</p> <p>Better connections with Karori Park, Wrights Hill and Polhil could also benefit the entire track network.</p> |

|                                                                                                                                                                                                                                                                                                                                                                |          |                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                |          | We would also suggest that esplanade reserves along South Kaori Road and Stream are also considered as part of the OGB. Better public information should be available on these public areas. |
| 2. 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.                                                                                                      | Moderate | An additional objective of this actions should be to enable walkers and bikers to coexist safely which clearly marked trails for different users will assist.                                |
| <b>Facilities and way-finding</b><br>3. Develop and/or signpost a walking/running route (Skyline Track) through the bike park for people on foot so that the Outer Green Belt aspiration of a connected route from Tawa to the South Coast is a reality and a valued part of the Makarā Peak experience.                                                       | Moderate |                                                                                                                                                                                              |
| 4. 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.                                                                                                                                                           | High     |                                                                                                                                                                                              |
| 5. Install signage at the Makarā Road saddle that makes clear the Outer Green Belt is on both sides of the road, with recreational opportunities.                                                                                                                                                                                                              | Moderate |                                                                                                                                                                                              |
| 6. 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. | Moderate | As noted above, anything that helps walkers and bikers coexist safely.                                                                                                                       |
| 7. 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.                                                                                                                                                                                                      | Moderate | Relying on information and awareness is not sufficient if not back up with compliance and                                                                                                    |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |           |                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |           | enforcement. The park is an “on leash” area but it is rarely observed let alone enforced.                                                                             |
| <b>Events</b><br>8. 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> | High      |                                                                                                                                                                       |
| <b>Community</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |           |                                                                                                                                                                       |
| <b>Work with volunteers</b><br>1. Continue to support and partner with the Makarā Peak Supporters Group to implement the Makarā Peak Mountain Park Master Plan.                                                                                                                                                                                                                                                                                                                                                                           | Very high |                                                                                                                                                                       |
| <b>Work with Neighbours</b><br>2. 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.                                                                                                                                                                                                                | Very high | Recognising the halo effect and conversely the detrimental effect that pests and weeds can have on restoration and conservation efforts from neighbouring properties. |

## General Overview

### *Guiding principles*

2.3 - We support strongly the guiding principles of connectivity (with both other open space but also with urban and residential areas) and community participation. The latter is incredibly important to ensure the success of the OGB.

## General objectives and policies

4.1.2.1 – Policy 4 – What is strategically important for potential acquisitions is not clear but it should include priority being given to under-represented landscapes/ecosystems and remnant native forest. This would tie into Policy 4.2.2.1 policy 2. We also consider it is important that the potential for improved access be recognised.

4.2.1 – Objective 2 – There are considerable healthy swathes of regenerating bush on the western side of the ridgelines on WCC land (and private land) that should also be targeted for restoration and protection. Looking for chances to extend those corridors to the west should also be a focus particularly as habitat for the Capital Kiwi initiative becomes more important.

4.2.2.1 and 4.2.2.2 – Strongly support the policies and actions under these sections.

4.2.2.3 – Strongly support the policies and actions in this section.

In-planting of climax and missing species is working well in Makara Peak and with ongoing maintenance of light wells is providing additional future seed sources for missing species.

We would like to see a specific objective and action associated with the plan to gradually retire areas from grazing. Without control for several years gorse and barberry is quickly establishing itself on the lower slopes of grazed areas, particularly on the western slopes between Johnston Hill and Kaukau. If left unchecked it reduces opportunities to in-plant fast growing native endemic plants to speed up the restoration process. While gorse is a great nursery stock for natives, it's a 25-30 year horizon for a decent native emergent population to establish. That horizon is likely to be substantially longer - maybe a century or more - if barberry is dominant.

4.2.2.4 – We strongly support action A as little is understood about lizard populations and the impacts of predator control and habitat restoration.

4.2.2.5 – We strongly support the actions and policies for weed and pest control.

We suggest goats need to be reprioritised as a pest animal given the focus on retiring grazed areas and plant restoration.

Consideration needs to be given to making it easier for volunteers to carry out weed control using control methods that are available for domestic purposes – that would extend to offering regular training courses for use of common herbicides and tools.

It is noted that Capital Kiwi is not mentioned in the commentary on pest animals on pp42-43.

4.2.2.6 – In light of the proposal to retire grazed areas this section should acknowledge the likely higher fire risk in those areas because of higher grass growth. Planting green belts (eg flax) may be a useful mitigation practice around some of these areas to at least confine/slow down fire spread.



4.3.2.1 – Policy 3 – We would like to see the mandate to protect and restore indigenous vegetation apply to both sides of the OGB. From a landscape amenity perspective, we can understand the focus on the city side, but from an ecological perspective restoring connections to the west is just as important and will assist with engagement with rural residents.

Policy 6 – It's unclear whether there is a clear need to plant exotic trees for amenity, recreational and wildlife purposes. The OGB and its surrounding already have a surfeit of exotic trees and it is not clear whether the focus would be on planting on the neighbourhood parks outside of the OGB. There are many native species that could fulfil these objectives and would strengthen the endemic nature of so much of the OGB and objectives for its restoration.

4.3.2.2 – We support the objectives of progressively retiring grazed areas but as mentioned earlier would like to see a more proactive approach to habitat restoration on lower slopes rather than letting areas revert to gorse/barberry for 30 years plus. Aerial spraying of boundary areas for barberry may not be sustainable and may increase fire fuel loads. We recognise the balance required between the harsh wind and soil conditions, retaining open hilltops for recreation and amenity value, but would like to see restoration attempts made within sparsely gorse/barberry areas before it becomes too dense.

4.3.2.3 – We would support the 3<sup>rd</sup> policy of allowing plantation forest to age and fall over naturally (subject to safety concerns) as the clearance of such areas would have significant effects on weed sources and destroy native undergrowth for little economic gain. PFSI earnings from these plantations should be able to continue for several decades.

4.5.2.1 - We would support the idea of a camping area that would be accessible on foot or by bike (and not by car). I.e. within 15-20min walk from a bus stop or train station, and not serviced by a car park. That would give quite a different experience to the likes of Kaitoke, Battle Hill etc (would be more like the camping options on the Remutaka Incline, but easier to get to by foot).

4.5.2.3 – We support the policies and actions for the track network, particularly the completion of the Skyline network with lateral tracks is a very important component to ensure connectivity with local neighbourhoods (policy 2).

Action A - We suggest that rerouting tracks or enabling shared use of existing tracks may also be necessary for shelter purposes rather than just steep terrain. The Kohekohe track above Otari is a case in point offering shelter from the prevailing westerly for a traverse on a track well suited to be shared by walkers and riders.

4.7.2.1 – Monitoring – We support proposals to regularly monitor native vegetation, birds and lizards as an important of providing feedback on community efforts to improved habitat for native species. Various community groups are already undertaking citizen science and well established monitoring practices to measure. Increased regular monitoring should be encouraged including outside of KNE areas. Pest animal monitoring is also an essential component.

### Rules

5.3 – policies. We strongly support the policy statements in cl 5.3. In particular Policy 1. To provide for environmentally sustainable activities. However there does not appear to be much carry over of this policy into the rules/policies that follow. In particular the decision-making criteria in 5.3.2.7 only makes a passing reference to “sustainability” in para m. The cornerstone of an ecocity and sustainable recreation should be that all managed activities should be assessed against a measure of sustainability. For commercial activities there should be a higher bar of showing a net benefit from a sustainability perspective.

5.3.1 – permitted activities. Query whether geocaching should be a specifically identified activity given it often involves leaving caches in the OGB. It is an activity that encourages exercise, exploration, navigation skills and often involves natural history lessons.

### Other

Commercial activities – the Actions do not address the likelihood that there will be increased pressure for regular uplift operators in the park. There is currently a small scale trial of uplift services in the park after which there will be a review undertaken. We suggest there should be a positive or net contribution to sustainability measures required if the commercial activity is not inherently sustainable (ie. Petrol/diesel vehicle uplift). This will help offset the negative effects of the few on the environment and self-propelled users of the park.

### APPENDIX 2 – REQUEST FOR FUNDING INCREASE To IMPLEMENT THE MASTER PLAN

| OPEX                                                          |                                                                   |          |                                 |                      |
|---------------------------------------------------------------|-------------------------------------------------------------------|----------|---------------------------------|----------------------|
| Item                                                          | Reason for increase                                               | Current  | Requested                       | Total increase       |
| Vegetation control of the tracks to keep to the correct grade | The current budget covers about 80% of the current track network. | \$40,000 | \$50,000 immediately until 2020 | \$10,000 to \$20,000 |

|                                              |                                                                                                                        |          |                                                         |                      |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------|----------|---------------------------------------------------------|----------------------|
|                                              |                                                                                                                        |          | \$60,000 after 2020<br>(as more tracks are established) |                      |
| Maintenance of existing track network        | We are requesting additional funding to keep up with the increasing number of users and additional tracks being built. | \$16,000 | \$30,000                                                | \$14,000             |
| Weed Control                                 | Makara Peak is an urban park which has an ongoing battle with weeds.                                                   | \$0      | \$5,000 or support from the WCC weed control budget.    | \$5,000              |
| <b>CAPEX</b>                                 |                                                                                                                        |          |                                                         |                      |
| Major Structure Renewals and Track Re-builds | The original tracks and structures are 20 years old and require rebuilding and replacement over time.                  | \$28,000 | \$35,000                                                | \$7,000              |
| Total increase from current budget           |                                                                                                                        |          |                                                         | \$36,000 to \$46,000 |

|              |                     |         |           |                |
|--------------|---------------------|---------|-----------|----------------|
| <b>CAPEX</b> |                     |         |           |                |
| Item         | Reason for increase | Current | Requested | Total increase |

|                                                                              |                                                                                                      |                                   |                                          |           |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------------------------------|------------------------------------------|-----------|
| Upgrade of 2 smaller carparks recommended in the Master Plan. Para 5. above. | The proposed extension of the carpark will be insufficient in the next few years given growth rates. | \$0                               | \$220,000                                | \$220,000 |
| Construction of 16km of tracks recommended in Master Plan. Para 6. above.    | Current allocation of funding will be insufficient to build many of the tracks in the Master plan.   | \$312,000 over 3 years (proposed) | \$150,000 per year for the next 5 years. | \$438,000 |

These amounts do not include funding for pest control associated with the Parks status as a significant forest restoration project.

## **Submission on Draft Outer Green Belt Management Plan\**

L. Fraser Jackson

From a long term sustainability perspective these proposals are extremely important. There is increasing recognition among economists and ecologists, that models of increasing growth are incompatible with long term sustainability. This makes it important to ensure that in planning land uses, especially in the neighbourhood of urban concentrations, careful thought is given to the interaction of individuals at all ages with experience of the natural environment. It provides visual amenity to those within the urban area, and spaces which provide a contrast, and separation from and reflection on the impact of changes in technology and culture. This can play an important role in good mental health for the community.

It can also provide very low personal cost options for activities important in maintaining personal physical health and recreation thereby reducing the social costs of medical and health care.

The Plan Highlights many independent and important values on Page 3 of the Summary of Draft Outer Green Belt Management Plan 2019. We should not be attempting to convert these to purely economic terms. While there are ways in which they interact with matters such as prices and costs in the market economy, we need to maintain their independent value. Our ridgetops and valleys and the ecology they support and enable, have a value far beyond the measures which we might construct from current prices and costs to retain and maintain them.

My detailed comments are largely restricted to the two northernmost segments of the Outer Green Belt Plan because they are an area I have had most contact with. However I have at many times wished for improved accessibility, especially for older folk in many other areas of the plan.

### **Comments on Section 6.2 - The Marshall Ridge Component**

#### **6.2.1.1**

The failure to have the ridgeline of the Marshall Ridge above the Brasenose Park and Redwood Bush as a part of the reserves has prevented potentially valuable developments since the Redwood area was developed, and especially since around 2000 when the Friends of Tawa Bush Reserves developed as a group about 2000. A round trip access from Peterhouse St across to Brasenose Park, then up the Army Track and across just below the ridge line to a route back to Peterhouse St was discussed with Council officers. They supported the concept of the route, but as much of the land was in private ownership development it did not proceed. It would have been used by a wide group of users if it had been developed.

This area between Brasenose Park and the Airport block is a single title, and contains some areas of mature native forest as well as significant areas of regenerative growth. The area of mature trees will almost certainly date from recovery in the 19<sup>th</sup> century after early clearing or felling so has important historic and heritage values.

The area in this title has long been considered as a likely reserve contribution when Stebbings valley is developed. The Upper Stebbings Valley structure plan should be developed in a way which preserves all of the Marshall ridgeline in public ownership and provides suitable parking access and a play area on

including the ridge but largely on the Stebbings valley side. Development in the Stebbings Valley should be below the ridge line to preserve the current sense of native spaces. Some small areas currently in grass and visible from the Tawa valley could be retained and used as access to the areas of pines or regenerating bush below the ridge line as seen from the Tawa side.

All of the bush above present housing in Oriel Ave, Peterhouse, Duval Grove, Larsen and Kiwi Crescents, is an important habitat for iconic native species. Tui, Kereru, Bellbird Fantail and Kakariki are all frequently seen and rely on this bush as a major source of food at particular times of the year. This bush also fulfils a broader ecological role, and deserves public protection as a reserve.

The draft plan makes extensive reference to remnant areas in the Stebbings Valley. The areas which are discussed above need to be protected first. The smaller areas within the stream catchment are also of real value, but preservation of those areas without prior protection of the larger area on the east side of the Marshall Ridge would really constrain the contribution which these smaller areas can make in building ecological bridges and corridors for wild life.

Personal experience of the small Larsen Crescent Reserve reinforces my view that careful attention to the small indigenous plant clusters within Stebbings Valley will make an important long term contribution to biodiversity and to the whole of the proposed development.

A properly developed track access from the Redwood area using the Marshall Ridge to the Te Ngahere-o-Tawa reserve and access tracks should be a priority development.

#### **6.2.1.2**

Maintaining some of the vistas from the ridges in this segment is given emphasis in the text of the draft. I believe there is a sense in which the ability to obtain vistas from such high points in some areas should override other ecological concerns. Planting trees everywhere can greatly restrict the view from many locations. This is already significant in parts of the walk along the Marshall Ridge and on the track through Te Ngahere-o-Tawa. Explicit concern should be given to preserving an outlook at points along the ridgeline tracks.

#### **6.2.1.3 Nature**

The process of preserving the natural remnants requires both public body and private concern and action. Council encouragement and support will be essential.

#### **6.2.1.4 Recreation and Access**

Access to the whole of the northern area is problematic. The NMBY approach when the northern part of the wind farm was established restricts access for many to the whole of the Ohariu ridge. The access road via Broken Hill should be opened up as a road access to the valley. For all in the northern part of the city access to the western area involves a long drive. The truly enjoyable walks within the Te Ngahere-o-Tawa reserve will largely be restricted to those able to make the steep walk to the ridge line unless some road access is provided to the ridge via the Wind Farm development road.

The concept of a road from Stebbings Valley to the Porirua Stream valley in Tawa is sensible from many perspectives, and should be a part of any new development. Some contribution to it should come from the Council, as it will create valuable new links for residents. There should also be consideration of

development of a new link between Ohariu Valley and Stebbings valley, and access from both to the north. Proper consideration of this at this stage would deal with many longer term strategic access, mobility and safety issues.

The Colonial Knob area is likely to become the centre of a range of recreational activities. Having good road links into that area will greatly enhance the extent to which members of the city population can benefit from the recent purchase of Te Ngahere-o-Tawa.

The wind farms in Makara and west of Ohariu are in a site which has features which make it a world class site. Rather than limiting its development because of earlier residential development, the City should encourage its development to its full potential.

## **6.2.2 Actions**

### **6.2.2.1 Land**

#### **New item 3.**

The importance of open space acquisition along the Marshall Ridge is omitted from the list, but is easily the most significant change from the perspective of residents of the Tawa area. It will have a large impact on their visual amenity, and an even larger impact on the ecological and recreational values obtained from the reserves.

### **6.2.2.2 Nature**

**New Item 1a** Ensure that all regenerating and mature bush on the Marshall Ridge above Oriel Ave, Peterhouse St, Duval Grove, Larsen and Kiwi Cres are established as Reserves and part of the Outer Green Belt, providing a continuous link of reserve land along the ridge.

#### **Item 5**

There were management plans for Redwood Bush. They should be reactivated, updated and extended to the whole of the region between Brasenose Park and the Airstrip block and pines on Twin Peaks.

#### **Item 6 Weeds.**

The spread of pest vines among regeneration needs attention along the Marshall ridge.

### **6.2.2.3 Landscape and Land Use**

1(d) developing a track network that connects and links street access ways will make a big contribution to community well being and health. It would significantly increase the use of these reserves.

#### **6.2.2.3 Landscape Character**

1(b) In Auckland the Cornwall park area is a outstanding example of using grazing. Using grazing does have problems in a less densely populated area, but the alternatives in the draft all need to be explored.

## **Section 1 Te Ngahere-o-Tawa and Redwood Bush**

#### 6.1.1.6 Recreation and Access

In view of the treatment of areas on the Marshall Ridge under 6.2 this section is limited to some general access concerns. The area north of the junction of the Ohariu and Marshall ridges is really important in terms of connectivity with the higher region further north. Now that it is largely tree covered the good routes it provides need to be given more emphasis. It should provide some excellent bush walking routes for those who cannot do very strenuous hill walks. However that will itself depend on there being suitable vehicle access.

The report emphasizes the poor access. The sentence, 'The main tracks on the suburban side are confined to Redwood Bush' should be singular. There is a single track, which becomes too slippery for many to access in wet weather. In general access is only available to fit able bodied members of the community. There is nothing comparable to the levels of access on the Mt Victoria Ridge, the Eastern Walkway, within Zealandia, in Otari-Wilton's Bush and in the Botanic Gardens. All of these have some good routes that can be used by nearly all members of the community.

If the development of the Porirua City adventure park proceeds there will be some significant new alternatives, but the Outer Green Belt area provides the only potential for longer routes in bush areas accessible to persons with limited mobility if some higher level road access entry points are provided.

I would want to urge consideration of such provision. It will probably involve interaction with Porirua City. New road access to the Spicer Forest area to the north of Te Ngahere-o-Tawa would provide many new opportunities. Access to the ridges needs to be provided from Ohariu Valley as well as access for those on horseback or mountain bikes. The Stebbings Valley development also provides some excellent opportunities to give access to the peaks at the end of the Airstrip block and the upper levels of the Redwood Bush.

Some argue that access endangers the ecologic values we are seeking to protect and to share. It is important in any such development to make sure that it is done in ways which will protect those values and encourage wider sharing of their long term importance.

The maps in the Draft Plan provide only a limited guide to some of the potential of proper development. In the 60's the routes along these ridges were open, and could be traversed by suitable vehicles. Some development providing vehicle access and using the old routes enabling parents with children in walkers, or older persons using a aids would be a huge improvement in the amenity which the Outer Green Belt would provide.



**Shona McCahon**

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**Subject:** FW: Submission on the Draft Outer Green Belt Management Plan 2019

**From:** guy holmes [REDACTED]  
**Sent:** Monday, 25 March 2019 5:21 PM  
**To:** Esther Hoskin  
**Subject:** Submission on the Draft Outer Green Belt Management Plan 2019

Dear Esther,

I would be very grateful if you could put the contents of this mail forward as my written submission in relation to the Draft Plan change. I would still like to present to the Council though.

Best wishes,  
 Guy Holmes

Thank you for inviting submissions on the above mentioned proposed plan changes.

My family are particularly relieved that the Council appears to have dropped the idea put forward in the earlier (2004) Outer Green Belt Vision which sought to appropriate the use of our entire farm without any form of compensation. This was to be the same for at least 9 of my neighbours.

I hope that 2004 OGB vision is not still slithering around somewhere however it forms the background and basis for the present changes so I feel that consideration of some of its aims are relevant to consideration of the present draft plan.

Many people might feel that New Zealand has suffered too much from land thefts - not just in terms of the Treaty of Waitangi or the appropriations made at the time of WW1 and not returned, but also in terms of taking away the free and responsible use of land that a person 'owns'. The latter is very much the same thing in effect as 'taking' land though in a legal sense it is generally taking rights or legal interests over land. The effect however remains taking from the property owner.

As those land appropriations from both Maori & Pakeha demonstrate, the taking of land might have been 'legal' at the time, or even for 'the greater good of the community' but we do not now see it as 'right' or 'fair'. This is relevant to the OGB View and many citizens are not aware that taking the use of someone's property does not make the taking authority liable for compensation as it does under Statutes such as the Public Works Act.

### **1. Our farm**

I would ask the Council to be vigilant and fair in relation to private property rights when exercising their powers as I do not believe that this has always been the case. I believe that it is relevant to mention just some of the limitations on the free and proper use on our land that are on top of what most farmers have to accept under the RMA and many, many other laws.

a) The previous owners were forbidden by Council to build on our 200 acre farm in the past on the basis that it was not a viable 'stand alone economic unit'. The former owners won the right in court to build but were never able to do this because they spent all their money on defending that right.

b) The right to drive the half of the city's power through our land in the form of the Wilton B pylon line was taken by a private Act of parliament. We now effectively maintain the access roads for Transpower's 4 pylons

without compensation. We have to allow access to Transpower and all of their contractors on an almost daily basis. This is of great benefit to Wellingtonians which makes the imposition OK.

The Council seem to have created a 'corridor' under those powers lines which I believe exceeds the Statutory limitations on land use near such high voltage lines. This takes away much of the freedom of use of about 11 hectares of our farm.

c) The Hilltop and Ridgeline Overlay in the District Plan (DP) greatly limits the rights and uses of a further quarter of our farm. It renders one of our land titles virtually worthless. This tasted bitter when a Council officer expressed an interest in buying that devalued title for the City shortly after that plan change came into effect. This Hilltop restriction on our land feels excessive considering that it does not protect much of a view. We are not on the City side of the ridgeline at all, our farm is bisected by massive powers lines for it's entire length and when we look out from under or over those lines, we look at a windfarm.

The Rural rules under the DP are generally workable and appropriate enough for a farmer or forest owner, however the Overlay imposes much greater limitations and burdens on the carrying out of normal rural activities than do the Rural rules.

d) We were not informed of the 'consultation' in Makara last year concerning the extreme and now I hope outdated OGB proposal which included the appropriation of the use of our farm into it. None of the effected land owners that I have spoken to received such a notice either. I heard about it from a friend who lives on the other side of Wellington. We have been living in fear for the last year in relation to what the Council were seeking to take until these updated proposals were announced a few weeks ago. We did receive notice of those proposed changes however. It is not fair to seek to take away by stealth what we own by keeping us in the dark and asking someone who lives on the other side of Wellington a vague question about whether the city should have an OGB to save native plants etc. If they were properly asked whether they were happy to take it off families for no compensation, they might have expressed views that the Council did not want to hear.

e) All of our funds, our pensions, borrowings and revenues have been put into trying to make the most out of the farm that the Council long ago defined as non economic. We recently harvested some 50,000 pine tress and all of the funds have been turned back into the land by way of replanting in native and exotic hardwoods to make a non commercial arboretum. We chose to do this in the hope of being good keepers of the land and to one day be able to give our two children a piece of the land to hold as their own and build a home on as the Rural rules fairly contemplate. Had we been forced into being part of the OGB, all of this extra investment would have been wasted and the future gift to our children taken away by the state.

I ask that the Council please be sympathetic to the effort and investment that many of us landowners make. Our own hard work and investment is already wholly in line with both the Council and the Governments aims for a carbon sequestered, forested and beautiful piece of land on the edge of Wellington so please do not seek to take our children's inheritance away from them in the future - as the former OGB vision did - and confirm that this present proposal is the extent of the OGB vision now.

## **2. Urban expansion**

The original 2004 document states that it's aim is to address the future needs of housing for an ever expanding City however it's provisions sought only to lock land up from development. The current OGB proposal is presented now as a land protection plan which is misleading. It necessarily dovetails into other plans and in particular the Councils Urban growth plan which extends out to 2043. It should not have been presented as a landscape protection plan it should have been presented for what it is - which is as a singularly large piece of the long term Urban expansion plan.

I found the proposal documentation to be full of 'green' and 'amenity' type superlatives giving it the feel of a 'spin' or 'PR' type of document to get the answer from the public that the Council wanted. I also found it unbalanced in that it includes no 'cons' to the proposal whatsoever - and there are many. Proposals having the

effect of depriving Council's successors of their freedom to plan for the future do not appear to be in the interest of Wellingtonians. Whether true or not, the irreversible steps proposed make the Council appear to have motives other than the motives and aims expressed in the consultation documentation.

### 3. Why take choice from future generations?

There will be no going back from locking up an OGB in the manner proposed without an Act of Parliament. Wellingtonians can vote local politicians in or out in order to change their DP, but will lose the ability to reshape or rethink their city's future if these measures are adopted as they put any change of use or relevant land beyond the reach of our locally elected representatives. Why then take this irreversible step? I think the answers are not good:-

- a) I ran out of time to put in an OIA request to the Council to ask them what open space/reserve/park land they have sold off for development and what they might have on the books for the future. I have however been told of various such sales and if those stories were correct, I would feel very uncomfortable about the bona fides of the Council effectively locking out the competition from a Westward expansion.
- b) The Council have arrangements in place for a considerable degree of expansion North of Wellington. This has involved the creating of opportunities and contracts for developers and required investment in infrastructure. This proposal seems to me to have the intention of securing those interests by stealth because I cannot see another reason to put OGB land beyond the control of Wellingtonians of the future. The aims and uses that the Council claims to seek to achieve for the OGB area are largely already in place or within its control.
- c) Whilst the current and planned Northern expansion of Wellington will provide extra housing it does not provide for enough housing to cater for the Council's own projections of demand. All the more reason to keep our options open for a westward expansion. Further, the current plans involve a much greater investment in infrastructure than simply 'going over the hill' would do. The 'green' solution would arguably be to expand West of the city.
- d) I believe that Wellington has more recreational and reserve land than it knows what to do with. The Council spent years trying to ascertain what it actually owned in and around Wellington as there was so much. We probably already have more recreational land per capita than any Capital in the world. Why would we need more? What the Council and the Government say we are short of is not just housing, but affordable housing in Wellington. This proposal does not appear to me to form part of a rational scheme to solve those problems.
- e) Restricting land availability has the effect of forcing land prices up which puts affordable housing out of reach of those on low incomes. From the articles I read in the papers the poorer sections of our communities in and around Wellington tend to be Maori and Pacific Islander. A plan that will have the effect of making life harder for these specific members of our community is not a happy thought - even if this effect was not intended.

### 4. Summary

In the Court of Appeal case **Auckland Regional Council V North Shore City Council**, The Court's view was that 'S.5 (2)(a) of the RMA speaks of the reasonably foreseeable needs of future generations and that this should not be approached in a narrow way or with an eye to the protection of supposedly vested administrative interests'. I feel that this OGB proposal falls foul of the Courts interpretation of this Statutory provision.

Instead of encouraging a proper debate on the City's future expansion, this proposal seeks, in my view, to effectively 'lock in' and consolidate a range of proposals, visions, plans, policy's, investments and contracts for one direction only for Wellington's urban expansion. This may make those interests work together from an administrative point of view however this does not protect the interests of future generations which should be

the Councils primary aim in these proposals according to a correct interpretation of the law. If any of these provisions were to secure private investment interests I would consider these proposals to be wholly objectionable.

Accordingly I do not support the Draft OGB management plan 2019 and feel that it is susceptible to challenge in the Environment Court.

Again, thank you for this opportunity to comment on the Draft.

Guy Holmes

[REDACTED]

Karori

Wellington 6147

## Submission re. Draft Outer Green Belt Management Plan

I have elected to provide a written submission to councillors in this format as I do not feel the online submission form deals directly and/or adequately with my concerns regarding the proposal.

Thank you for taking the time to read this submission. I welcome an opportunity to speak in support of my submission at a hearing.

### Background

I am an occasional mountainbiker at Makara (with my children) and a frequent walker (almost daily) on the tracks of Johnston Hill, with my dog.

### Matters of concern:

1. I was not aware of this consultation document until very recently. Council have made minimal efforts to notify and publicise the draft plan and seek public feedback. An obvious place to have advised the main affected interest group (namely walkers) would have been at the base of the Circular loop track (Hauraki and Hatton St entrances). The only notification I saw was in the Karori Cemetery near a much less obvious pedestrian access point. This points to a lack of genuine engagement with the community over this proposal.
2. As a result of reading the draft plan and reviewing the Summary Map I have become aware that many tracks on Johnston Hill are designated shared tracks between walkers/runners and bikers. I was very surprised to see this **as I am not aware of any public consultation redesignating these tracks as shared**. Shared tracks create significant safety issues accordingly any decision

to redesignate tracks as shared needs to have a fully transparent consultative process supporting it. It is very disappointing as a ratepayer to see redesignation without consultation happen and effectively be condoned by the WCC.

3. Sector 4 proposal to consult community about proposed grade 5 mountain bike tracks in pine plantations on Johnston Hill.

I object to the grade 5 mountain bike trail proposal because it will draw mountain bikers away from Makara and into the Johnston Hill /Otari Wilton area and increase mountain bike traffic on shared trails. This increases the safety issues associated with shared trails.

Mountain bikers who want advanced steep technical trails need to have their needs met in the Makara area well away from walkers. This is a safety issue pure and simple.

Furthermore to allow any level 5 tracks in the Johnston Hill area effectively encourages illegal tracks to be built. There are numerous illegal tracks through the pine area already. If council legitimise this activity by making these tracks legal then it is effectively condoning and encouraging the building of illegal tracks in the future.

Finally I urge the councillors to visit the pine plantations before taking any decision re trails. There is significant native bush growing under the pine canopy which in time will result in the area returning to native bush entirely. Given the proximity to Otari Wilton this area should not be open to any biking activity. The damage already done by the illegal trails in this area is stark and obvious. Please do not let this worsen under your watch.







**HERITAGE NEW ZEALAND  
POUHERE TAONGA**

**Tairangahia a tua whakarere;  
Tatakihia ngā reanga ō āmuri ake nei  
Honouring the past; Inspiring the future**

25 March 2019

Wellington City Council

By email: [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)

Dear Sir or Madam

**SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA  
OUTER GREEN BELT MANAGEMENT PLAN (1781014)**

**TO: WELLINGTON CITY COUNCIL**

**FROM: HERITAGE NEW ZEALAND POUHERE TAONGA**

**1. This is a submission on the following draft Plan:**

Outer Green Belt Management Plan (1781014)

**2. The specific provisions of the proposal that Heritage New Zealand's submission relates to are:**

The draft Plan in its entirety with a focus on historical and cultural heritage.

**3. Heritage New Zealand's submission is:**

Heritage New Zealand Pouhere Taonga supports the preparation of the Outer Green Belt Management Plan.

**4. The reasons for Heritage New Zealand's position are as follows:**

Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (the HNZPT Act) for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. We identify heritage by entering places on the New Zealand List Rāangi Kōrero (the List), encouraging scheduling and protection of listed places of local and regional heritage in district plans, and providing advice to owners. We also administer the protection of archaeological sites under the HNZPT Act 2014 (discussed below).

There are a range of heritage listed places across the sectors of the Outer Green Belt Management Plan.

Sector 1: Te Ngahere-o-Tawa/Redwood



- There appear to be no Listed places, places considered for the List, or recorded archaeological sites.

#### Sector 2: Ohariu Ridge

- There appear to be no Listed places, places considered for the List, or recorded archaeological sites.

#### Sector 3: Kaukau

- Old Coach Road, Category 1 historic place (List No.7396), also as a recorded archaeological site deriving from its date in the mid-1880s, R27/220
- R27/585 – is a Shelter from 1942 and is not protected under the HNZPT Act.
- Khandallah Bowling Club, which appears to adjoin the park, has been nominated for List entry.

#### Sector 4: Chartwell/Karori Park

- Recorded archaeological site, a historic house, R27/240, is within the park.
- Recorded archaeological site R27/614 appears to be immediately adjacent to the park. It is an Agricultural/pastoral site of WWI small farmstead/pine shelter. Not protected under the HNZPT Act.
- Wilton Farmhouse and Outbuildings, Category 2 historic place (List No.1390) is a historic farmhouse from the 1860s appears to adjoin the park. This is also a recorded archaeological site – R27/573.
- Alington House, Category 1 historic place (list No.7698) appears to adjoin the park.

#### Sector 5: Makara Peak

- There appear to be no Listed places, places considered for the List, or recorded archaeological sites.

#### Sector 6: Wrights Hill/Zealandia

- There are several recorded archaeological sites within the park  
R27/173 Wrights Hill Gun Emplacement – 1930s. Not protected under the HNZPT Act  
R27/190 Mining – gold – no date but likely late 1800s.,  
R27/201 Mining – gold – 1869-73,  
R27/276 Industrial – Dam - 1874  
R27/546 Industrial – Karori Dam- 1908. Not protected under the HNZPT Act.
- There are a number of Heritage Listed places within the this sector:  
Wrights Hill Fortress, Category 1 historic place (List No.7543)  
Upper Karori Dam, Category 2 historic place (List No.7749)  
Lower Karori Dam, Category 1 historic place (List No.7750)
- There are two places considered for List entry within the park:  
Boat Shed (List No.1401),  
Karori Reservoir Water Intake Tower (List No.39)
- There is also a Listed place in the park's immediate vicinity – Hirschfield House, Category 1 historic place (List No.7478).

### Sector 7: Te Kopahou

- There are several recorded archaeological sites within the park, or which appear to be within the park

R27/100, a midden

R27/102, Pit/terrace

R27/103, Pit/terrace

R27/118, Botanical evidence of Maori occupation – Karaka Grove

R27/182, Sinclair Head Radar Station – 1940s. Not protected under the HNZPT Act.

- There are two Heritage Listed historic areas within the park:

Red Rocks Bachs (List No.7509)

Mestanes Bay Bachs (List No.7510)

- There is a nomination for List entry within the park – Red Rocks/Sinclair Head Historic Area

### Built Heritage

The historic places and areas found within the sectors are diverse. Generally, for all heritage listed places, Heritage New Zealand is of the view that:

- the heritage values of the places should be respected,
- the heritage places and areas should receive appropriate repairs and maintenance,
- any change to the historic place/area or its surrounds that may have adverse effects should be avoided, and
- conservation plans should be encouraged to be written for all historic places/areas. Where conservation plans have been written, they should be referred to and decisions made with reference to the policies and recommendations.

### Archaeology

HNZPT seeks to ensure the appropriate recognition and ongoing management of historic heritage, including archaeology. Under the HNZPT Act it is an offence to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site without the prior authority of Heritage New Zealand.

If any activity may modify or destroy an archaeological site, an authority (consent) from Heritage New Zealand must be obtained for the work prior to commencement.

There are 15 recorded NZAA sites within the seven areas of the plan. Ten are covered by the requirements of the HNZPT Act. Post-1900 sites are not covered by the HNZPT Act and must rely on other forms of protection.

The sites include a variety of site types ranging from post 1900 military, post 1900 industrial, pre 1900 European settlement and industrial sites and coastal Maori archaeological sites. This shows the wide scope of archaeological sites and settlement and development in New Zealand. While not protected as pre 1900 sites, our WWI and WWII military sites are very important.

Some of these sites were recorded in the 1960s and many have not been visited for a number of years. As part of the management plan all the sites should be visited and checked on. Any proposed works around the recorded sites need to be assessed prior to any works.

There is potential for unknown or unrecorded archaeological sites in the area. The three areas, having no recorded sites within the Green Belt Sectors 1, 2 and 5, are in a wider area known to have pre 1900 activity. The lack of recorded sites is not necessarily due to there being no sites, but due to absence of historic and archaeological assessment.

Due diligence for all Green Belt sectors should include a desktop archaeological assessment as a minimum, and preferably a physical site assessment, to verify the presence or absence of archaeological sites.

**5. Heritage New Zealand does wish to be heard in support of our submission.**

Yours sincerely



Alison Dangerfield  
Area Manager, Central Region

Address for service

Heritage New Zealand Pouhere Taonga  
Central Region  
PO Box 2629  
Wellington 6140

Email: [REDACTED]

Contact person: Caroline Rachlin, Planner

## Shona McCahon

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**From:** Jon Devine [REDACTED]  
**Sent:** Monday, 25 March 2019 4:34 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Outer Green Belt Management Plan 2019

Dear Sir/ Madam

I am a long term Karori resident, having resided at Seaforth Terrace and recently at Homewood Avenue for the last 18 years. In that time I have frequented the Skyline track/ Wilton Bush/ and Johnston Hill as a runner and walker on a regular basis (generally at least twice a week).

I am also a Civil and Structural Engineer whom has taken note of the environment in these areas over this period of time, having been trained in environmental matters.

I have read through the revised Plan, and also have been provided with a copy of the Wellington Mountain Bike Club (WMTBC) Proposal for Mountain Bike Tracks on Johnston Hill. (At least I presume it has been prepared by them, given that there is no title or author or date on the proposal.)

I would like to express the following concerns;

### Walking tracks

On Page 140 of the Plan it correctly states; "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."

I was very surprised to see on the Sector 4 Map on page 146 that the upper part of the Penlington Track on the ridgeline has been denoted as a "Shared Use Track". This has previously never been the case as Johnston Hill signage has always had a "No Cycling" sign included. The upper part of this track on the ridge is primarily stairs and is unsuited for cycling, and on a few of the stairs an alternate track has been formed by errant cyclists over the last 10 years, however, this should not be gazetted by stealth by the WCC in preparation of this plan.

The erosion of walking tracks in Wellington is of significant concern to the community. This track is frequented by the public extensively, and is one of the most used walking tracks in these hills.

### The WMTBC Proposal

This proposal has been poorly prepared and surely is not the basis for the inclusion of comments regarding "The public will be consulted about the assessment of the proposed downhill mountain bike tracks north of Johnston Hill."

I'm sure that Grade 5/5+ mountain bike tracks such as Nelson, Rotorua and Queenstown may sound very appealing to the WCC, but the reality of these steep tracks, and the return access required for these types of bikes is poorly expressed and explained within the proposal. Typically these bikes are unable to ride back up the hill! It simply lacks credibility by showing return tracks up steep terrain. The return function in such a park is the most important aspect, and this has simply not been properly considered within this proposal, as the tracks need to be at a flatter grade (or preferably have a mechanised return such as the other centres noted via road access or gondola etc).

The track map provided within the proposal is also poorly conceived as it extends through areas of regenerating bush. The argument that this area is an old pine block is flawed, given that the outside line of the trees in this block has been steadily decreasing with trees falling over as they grow unstable, and the bush regenerating under the trees. The study quoted is 20 years old, and does not describe this scenario, as the photographs provided show that bush is starting to regrow under the pine canopy as the pine block deteriorates.

I would be supportive of the Proposal, if it was not based on a quick once over the terrain by over enthusiastic amateurs whom don't appear to have much understanding of how this land is changing.

"The public will be consulted about the assessment of the proposed downhill mountain bike tracks north of Johnston Hill."

I would like to present at any Hearing regarding the proposed tracks.

However, prior to any consultation I would suggest that the WCC ensure that the WMTBC consult with the community and some experts, and present a well prepared plan that has been properly considered.

regards  
Jon Devine

[REDACTED] Karori, Wellington



23 March 2019

Outer Green Belt Management Plan (1781014)

Wellington City Council



Wellington 6140

c/- [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz)

## Draft Outer Green Belt Management Plan 2019 - Submission

### Background

I live in Crofton Downs and have been using the OGB for at least 28 years - walking, running, riding, planting trees, building tracks and doing predator control. I am a member of Otari-Wilton RAMBO trapping group and co-ordinate volunteer reserve trapping around Karori (KATCH22) and Crofton Downs (Crofton Downs Predator Free Community).

The OGB is a precious resource for the city that needs ongoing care to get the balance right between recreational use and protecting its natural values.

As our population increases and technology changes the pressure on such green spaces will only increase. We need to ensure the OGB remains intact and a vital part of our city for generations to come offering a range of opportunities for passive and active recreation.

I have provided some comments on the general objectives of the plan and 3 of the sectors I have particular interests in.

### General Overview

#### *Guiding principles*

2.3 Support strongly the guiding principles of connectivity (with both other open space but also with urban and residential areas) and community participation. The latter is incredibly important to ensure the success of the OGB.

3.5.1 – I object to zipline being listed as a form of recreational activity. It is a commercial experience that does not contribute to skill acquisition and cannot be undertaken without investment in substantial infrastructure that is likely incompatible with many OGB areas.

### General objectives and policies

4.1.2.1 – Policy 4 – what is strategically important for potential acquisitions is not clear but it should include priority being given to underrepresented landscapes/ecosystems and remnant native forest. This would tie into Policy 4.2.2.1 policy 2.

4.2.1 – Objective 2 – There are considerable healthy swathes of regenerating bush on the western side of the ridgelines on WCC land (and private land) that should also be targeted for restoration and protection. Looking for chances to extend those corridors to the west should also be a focus particularly as habitat for the Capital Kiwi initiative becomes more important.

4.2.2.1 and 4.2.2.2 – Strongly support the policies and actions under these sections.

4.2.2.3 – Strongly support the policies and actions in this section.

In-planting of climax and missing species is working well in Makara Peak and with ongoing maintenance of light wells is providing additional future seed sources for missing species.

I would like to see a specific objective and action associated with the plan to gradually retire areas from grazing. Without control for several years gorse and barberry is quickly establishing itself on the lower slopes of grazed areas, particularly on the western slopes between Johnston hill and Kaukau. If left unchecked it reduces opportunities to in-plant fast growing native endemic plants to speed up the restoration process. While gorse is a great nursery stock for natives – it's a 25-30 year horizon for a decent native emergent population to establish. I suspect it will be even longer if barberry is dominant.

4.2.2.4 – strongly support action A as little is understood about lizard populations and the impacts of predator control and habitat restoration.

4.2.2.5 – strongly support the actions and policies for weed and pest control.

I would suggest goats need to be reprioritised as a pest animal given the focus on retiring grazed areas and plant restoration.

Consideration needs to be given to making it easier for volunteers to carry out weed control using control methods that are available for domestic purposes – that would extend to offering regular training courses for use of common herbicides and tools.

It is noted that Capital Kiwi is not mentioned in the commentary on pest animals on pp42-43.

4.2.2.6 – In light of the proposal to retire grazed areas this section should acknowledge the likely higher fire risk in those areas because of higher grass growth. Planting green belts (eg flax) may be a useful mitigation practice around some of these areas to at least confine/slow down fire spread.

4.3.2.1 – Policy 3 – I would like to see the mandate to protect and restore indigenous vegetation apply to both sides of the OGB. From a landscape amenity perspective I can understand the focus on the city side, but from an ecological perspective restoring connections to the west is just as important and will assist with engagement with rural residents.

Policy 6 – It's unclear whether there is a clear need to plant exotic trees for amenity, recreational and wildlife purposes. The OGB and its surrounding already have a surfeit of exotic trees and it is not clear whether the focus would be on planting on the neighbourhood parks outside of the OGB. There are many native species that could fulfil these objectives and would strengthen the endemic nature of so much of the OGB and objectives for its restoration.

4.3.2.2 – I support the objectives of progressively retiring grazed areas but as mentioned earlier would like to see a more proactive approach to habitat restoration on lower slopes rather than letting areas revert to gorse/barberry for 30 years plus. Aerial spraying of boundary areas for barberry may not be sustainable and may increase fire fuel loads. I recognise the balance required between the harsh wind and soil conditions, retaining open hilltops for recreation and amenity value, but would like to see restoration attempts made within sparsely gorse/barberry areas before it becomes too dense.

4.3.2.3 – I would support the 3<sup>rd</sup> policy of allowing plantation forest to age and fall over naturally (subject to safety concerns) as the clearance of such areas would have significant effects on weed

sources and destroy native undergrowth for little economic gain. PFSI earnings from these plantations should be able to continue for several decades.

4.3.2.4 – Generally support the restrictions on development and structures being retained, noting these restrictions should also apply to commercial recreation proposals.

4.5.2.1 – Generally support these policies, but would question the need for camping facilities/opportunities particularly when the Wellington region is so well served with Kaitoke Regional Park, East Harbour Regional Park and Rimutaka Forest Park. Providing too easily accessible areas and facilities might just introduce freedom camping issues into peri-urban areas.

4.5.2.2 – consideration should be given to the motorised vehicle policy and its application to commercial recreation activities that are not sustainable and can take place outside the OGB. In particular the use of motor vehicles in the OGB for shuttling/uplift of mountainbikes. These are likely to be sought on an ongoing basis despite the high number of shuttling of tracks in the OGB and other WCC reserves using public formed roads. These services are unlikely to get additional users into the OGB, as has been claimed in the past, and the increase in use of e-bikes by all riders makes them mostly redundant as the focus of mountain biking shifts to flow tracks and downhill riding.

4.5.2.3 – Support the policies and actions for the track network, particularly the completion of the Skyline network with lateral tracks is a very important component to ensure connectivity with local neighbourhoods (policy 2).

Action A - Suggest that rerouting tracks or enabling shared use of existing tracks may also be necessary for shelter purposes rather than just steep terrain. The Kohekohe track above Otari is a case in point offering shelter from the prevailing westerly for a traverse on a track well suited to be shared by walkers and riders.

4.7.2.1 – Monitoring – We support proposals to regularly monitor native vegetation, birds and lizards as an important of providing feedback on community efforts to improved habitat for native species. Various community groups are already undertaking citizen science and well established monitoring practices to measure. Increased regular monitoring should be encouraged including outside of KNE areas. Pest animal monitoring is also an essential component.

## **Rules**

5.3 – policies. We strongly support the policy statements in cl 5.3. In particular Policy 1. To provide for environmentally sustainable activities. However there does not appear to be much carry over of this policy into the rules/policies that follow. In particular the decision-making criteria in 5.3.2.7 only makes a passing reference to “sustainability” in para m. The cornerstone of a ecocity and sustainable recreation should be that all managed activities should be assessed against a measure of sustainability. For commercial activities there should be a higher bar of showing a net benefit from a sustainability perspective.

5.3.1 – permitted activities. Query whether geocaching should be a specifically identified activity given it often involves leaving caches in the OGB. It is an activity that encourages exercise, exploration, navigation skills and often involves natural history lessons.

## **Sector 5 – Makara Peak**

### **6.5.3 – Actions**

Generally supportive of the listed actions.



6.5.3.2 – Nature. Would support a wider focus on stream health by focusing not just on track building and management on streams but also the effects of neighbouring residential land on key streams to raise awareness about stormwater runoff, weed dumping in the stream and rubbish.

6.5.3.5 – Recreation and Access – For item one the OGB plan should also explore securing better access from the end of the formed South Karori Road to the planned Sth Coast joining point within the extended park. This will provide a safe bailout point that does not rely on the grace of adjoining landowners (currently the Bail Out track crosses private land without any formal protection). The sealed road used by WCC on a large easement would provide for easy access for pedestrians and riders in lieu of the extra climb that the Bail out track requires.

Action 7 – dog control. Relying on information and awareness is not sufficient if not back up with compliance and enforcement. The park is an “on leash” area but it is rarely observed let alone enforced.

Commercial activities – the Actions do not address the likelihood that there will be increased pressure for regular uplift operators in the park. This should be addressed and we suggest there should be a positive or net contribution to sustainability measures required if the commercial activity is not inherently sustainable (ie. Petrol/diesel vehicle uplift). This will help offset the negative effects of the few on the environment and self-propelled users of the park.

#### *Land Parcels*

We understand that the part of land parcel 5.1.14 that the main carpark is situated does not currently have reserve status. Once the currently planned carpark changes are made we recommend this land is classified as scenic reserve to protect what is left of community-led restoration plantings alongside Karori Stream. The 15 years of volunteer work and many thousands of grant funding put into this area should be protected going forward.

Parcel 5.1.18 (wastewater area) should also identify in the last column that the land not needed for the plant should be classified as scenic reserve.

We would also suggest that esplanade reserves along South Kaori Road and Stream are also considered as part of the OGB. Better public information should be available on these public areas.

### **Sector 3 Kaukau**

6.3.3.2 KNE extent - can the KNE area around Huntleigh Park be extended to include the high value remnant forest to the west of Huntleigh Park?

6.3.2.5 The text describes the northern walkaway coming through the Crows Nest. It comes off the skyline down Bells Track north of Crows Nest and Huntleigh Park. However if the Korimako track (on private land but unmarked on the OGB plan maps even though it is signposted) is ever formalised it makes a better option for a traverse in sheltered bush to Huntleigh park from the bottom of Bells Track.

#### **6.3.3 Actions**

6.3.3.1 – Support 1 (a) and (b) although noting that Crows Nest is already owned by WCC but here is private land below the Nest and Huntleigh park that should be a priority for public access routes and additions to the KNE because of its important remnant forest. Other land around the Silverstream subdivision has already been required to be added to OGB through reserve contributions.

6.3.3.2 – Strongly support actions 5 and 6 to improve the stock and seed source of climax species and to advance regeneration on skyline slopes to compete with gorse and barberry.

6.3.3.5 – Action 4 (c) strongly support new connecting (shared use) tracks to make best use of new reserve land around the Silverstream subdivision for both recreation and pest control. A stated priority should be the completion of Silversky Track to connect to the subdivision as originally planned. The alignment of this could be altered from that originally planned and could potentially include a loop track around the southern edge of the subdivision.

A second priority should be a downhill track from off Crows Nest and down to the northwestern edge of the subdivision to take pressure of illegal mountainbiking in Huntleigh Park. The latter is occurring year round with signage across the private land not deterring riders and some riders have been creating new ride lines in Huntleigh Park damaging mature podocarp vines and roots in the process. A new track traversing off the main ridge down through lower value regenerating bush would hopefully take some pressure of this area and reduce user conflict.

Action 9 – support better wayfinding that can withstand weather and stock. The ridge heading south to British Peak often catches many people with a large dogleg that can pose a safety risk for those that are intending to be on the main Skyline Track.

Action 11 – consider rerouting Te Araroa over Crows Nest and down through private land (if access could be secured) to Huntleigh Park as this would provide for a much shorter road walk and delivers walkers to CD railway station if they are looking to get to accommodation or shops.

Action 12 – stronger compliance for on leash dog walkers is needed in Huntleigh Park – especially during fledgling season for kaka and kakariki. During a survey in 2018 over a two week period half of dog walkers observed in Huntleigh Park had their dog off-leash.

6.3.3.6 – Action 1 is strongly supported. The local community are keen to extend pest animal control efforts in such land if WCC can assist with capital outlay of traps. The area west of Huntleigh Park would be an initial priority for increased pest animal control because of its high value habitat.

Action 3 – Girl Guides have been very cooperative with CDPFC in letting traps be placed and monitored on their land and I support WCC offering whatever resources it can to encourage further restoration work. If Girl Guides were interested it would be great to see the bulk of the land under a covenant (QEII or Conservation Act covenant) to protect its significant natural values.

Map 3 – Parcel 3.4.11 – It is unclear why this grassed area between the playcentre and playground is to be classified as a scenic reserve. Recreation Reserve seems a more appropriate classification. The playground and adjoining land has previously been identified as a local/residential park.

#### **Sector 4 – Chartwell – Karori Park**

##### **6.4.3 – Actions**

6.4.3.1 – Action 4 is strongly supported to maintain the integrity of the Skyline network.

6.4.3.2 – Action 7 is strongly supported to attempt to slow the advance of barberry and in combination with restoration planting on appropriate areas on slower open slopes.

6.4.3.5 – Action 2(a) Restricting Wahine to walking only after it was reopened many years ago by mountainbikers will only be successful if some grade 3-4 options are available, downhill at least. There is a big jump from grade 4 to grade 5 plus tracks. A loop track designed for beginners/grade 2 will be a poor replacement. And please no more visual privacy screens like that on K2 track – fast

growing natives can be planted with temporary wind netting instead. This is much more cost effective and in the long run less intrusive for users. It does not result in nearly every new visitor stopping to puzzle over why such a large structure is there – which defeats the intended purpose of providing privacy to a faraway neighbour.

Action 2(b) – I would suggest a new track from the top of Silversky and joining the track up from the Chartwell woolshed. This enables access to the south without using the sometime busy and always steep Transpower road to the entrance of Chartwell Reserve. If the F&B restoration plans come off it also enables a higher level bypass of the restored area by riders/walkers/runners.

Action 3 – generally support formalising the track network in this area where it is within the pines and avoiding the wet gullies. Track development in this area has been haphazard. Most tracks are fallline tracks on spurs with temporary jumps etc. It is unlikely that high sustainability levels will be reached for tracks desired by current users. Development of this area should be subject to there not being any provision for shuttling using Transpower and farm roads as that would detract too much from other users experiences.

Action 7 – Support the Chartwell Bush entrance proposal although it would have to be done in conjunction with Transpower if formalising off carriageway parking on their “road”. Existing Green Belter plantings and picnic table should be retained. And important issue to resolve in this area if flytipping along the length of the sealed Transpower Road. High fencing or bollards would be required to prevent this ongoing issue.

Action 9 – consideration should be given to Kohekohe track (from top of Cemetery Track to saddle stile) being shared use. This provides a bad weather option for riders in native bush on a slow and adequately wide track that has good sightlines. It has low walker numbers. User conflict would be minimal.

I do not intend to speak to my submission.

Yours sincerely

Andrew McLellan



Crofton Downs  
Wellington 6035

**Shona McCahon**

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**From:** Brent Layton [REDACTED]  
**Sent:** Sunday, 24 March 2019 10:17 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Outer Green Belt Plan submission

This e-mail contains my thoughts on Wellington City Council's draft Outer Green Belt Plan.

My name and address are below.

Thank you for the opportunity to submit.

My views on the proposal in general are:

1. The whole notion of an Outer Green Belt is flawed and will have very bad outcomes for potential and actual residents in the longer term. The belt places a restriction on the spread of the city and will inevitably raise the price of urban land inside the belt in future above what it would otherwise be. This will have the effect of increasing the costs of living in Wellington and make housing less affordable. If you do not think Green Belts can and do have this effect I suggest you have a look at the history of urban land prices in Auckland and Christchurch. The latter is particularly instructive as following the 2011 earthquake the green belt was relaxed and the supply of urban land for development was greatly increased and since then Christchurch has not experienced the same house price and rent inflation as most of the rest of the country.

2. I submit that Wellington C.C. should abandon the notion of an OGB and make much of the land included in it available for future residential subdivisions and commercial uses.

3. I have no doubt that if you ask people whether they want an Outer Green Belt many will say they do. This is because the question does not suggest there is a trade-off or what that might be. Everyone is in favour of having "free stuff" but regrettably the OGB comes at a big social price, even though this is not well understood. I suggest that if you asked people if they think a OGB is a good thing even though it means that only the most able earners among their descendants will be able to afford to own their own home in the city or even be able to rent there without social welfare grants you would get a different, but more accurate, response.

4. The document notes that the idea behind the OGB arose several years ago from people who saw the original town belt established for Wellington at its foundation as a good thing and worthy of emulation with an OGB. Wellington was founded by followers of the settlement ideas of E.G. Wakefield. The core of the ideas was to restrict the supply of land by keeping its price high so ordinary working people would have to continue as wage labourers for the wealthy among them for many years before they could acquire their own property. In short, the aim was to reproduce in the "colonies" a stratified society like that in the United Kingdom at the time. It is ironic that a council led by a number of "left-leaning" councillors should be carrying on with an approach to land use that has its origin in Wakefield's ideas about land prices and the perpetuation of landed and labouring classes. The nineteenth century economist, K. Marx, in chapter 33 of his book *Capital* has some interesting things to say about the intellectual underpinnings of the settlement of Wellington and I suggest the mayor and his colleagues have a good reread of it. If, after this, they are still keen on the OGB, might I suggest they invite E.G. Wakefield's relative Sir Humphrey Wakefield to open one or more of the five new entrances proposed in the draft plan ([https://en.wikipedia.org/wiki/Humphry\\_Wakefield](https://en.wikipedia.org/wiki/Humphry_Wakefield)). I submit it would be fitting that the philosophical basis of such a madcap idea as the OGB is recognised in this manner by Sir Humphrey doing the honours.

5. The draft OGB plan has several references to the importance of keeping ridge lines in a natural state. Why? Again, if you ask people if they like natural ridge lines many will say yes, but if you pointed out in the question the trade-offs in terms of what has to be foregone to have them I believe the answers would be materially different. Many of the highest priced properties in Wellington are on prominent ridge lines in Roseneath, Khandallah, Northland and Karori (Messines Road). To my knowledge, no one has ever seriously suggested that these properties are a significant blot on the landscape. I suspect the Council's fetish about preserving ridge lines and prominent topography has little to do with most peoples aesthetics and a lot to do with the desire of prominent residents to restrict the supply of ridge lines and so preserve the high price premium of those available. Regulatory capture is the term for this. I submit that if the Wellington C.C. does not abandon the whole notion of an OGB then it should at least abandon the fixation for preserving ridge lines as natural in its OGB plan. It should also abandon its other current planning provisions aimed at preserving ridge lines from development, except by renewable energy such as wind turbines.

6. A visual comparison from the plans in the draft of the area in the OGB and the built up area of Wellington suggests the two are roughly equal. This seems to me to be a very high ratio of reserve to built up area. Nothing in the draft tells us what this ratio is in other cities and what research has been done on the preferences for reserves that has lead planners to think this is a desirable ratio for the welfare of current and future residents. I submit that Wellington C.C. should commission high quality stated-choice type research on preferences for reserves to guide its policies about reserves in general. Stated-choice research requires participants in surveys to take into account the potential trade-offs of their preferences in terms of what they have to give up to get them. As I noted above, every one wants "free stuff" so asking people if they want something can be very misleading. You need to ask and research for what people will actually give up in order to get something to get a better handle on true preferences.

On the Makara Mountain Bike Park (MBP), my comments are:

1. The user group is doing a great job of restoring the native vegetation and controlling predators such as possums, stoats, weasels, rats, etc.
2. The car parking in South Karori Rd needs to be expanded and signposts indicating where overflow should go needs to be improved. The vegetation around the entrances to the main carpark should be removed for safety reasons.
3. The carpark on the edge of the small reserve just past the main entrance needs to be deepened. At present the bike racks of many vehicles overhang the roadway. Someone running or biking down the road is going to not see one of these and be seriously injured or killed.
4. The other entrances to the MBP should be developed more to reduce the future increase in traffic flow along South Karori Road. If the increase in use of the MBP continues at the same rate for the next 10 years as it has over the last 10 years South Karori Road will need an upgrade.
5. The recent expansion of the park to the eastern side of South Karori Road has led to a significant increase in bike and foot traffic on the road past the carparks for the MBP. This section of the road is quite narrow and windy. So much so that NZ Post and several couriers refuse to deliver on the road. Some increased signage about traffic would be a good first step.

Regards and, once again, thanks for the opportunity to submit.  
Brent Layton

[REDACTED]  
[REDACTED]

[REDACTED]  
Karori  
Wellington 6147

[REDACTED]  
Karori  
Wellington 6012

**Shona McCahon**

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**From:** Joanna Watson [REDACTED]  
**Sent:** Sunday, 24 March 2019 2:36 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Joanna Watson - [REDACTED] - OGB - "Proposed Reserve Classifications"

2019 Outer Green Belt Management Plan Submission/ Proposed Reserve Classification "Scenic"

Submitter:

Joanna Watson; [REDACTED]

[REDACTED] Brooklyn, Wellington

My intention is to keep this submission brief so my comments and concerns can be easily understood and I trust addressed by planners within the final Plan.

Submission:

1/ I strongly object and will oppose any reclassification of Hawkins Hill Road (our ROW) or part thereof to be included within the boundaries of the proposed Te Kopahau Scenic Reserve.

I would however, support the classification of the Scenic Reserve where its boundary is up to the surveyed road and Hawkins Hill Road be classified as Public Road.

I strongly advocate for Hawkins Hill Road's management to rightfully come under the Wellington City Council "Transport and Infrastructure"

Explanation:

Calls by multiple landowners over many years for the Hawkins Hill Road Right of Way to be classified as a public road so it can be maintained as such has fallen on deaf ears. WCC Parks and Gardens have proved to be extremely poor managers of the road, having neither the budget, expertise, or will to upgrade and maintain the road to anything close to a safe carriageway for the ever increasing general public use nor does it have the foresight to future proof the asset by understanding fully the current and future capacity required. Any reserve clarification of the road would only add another level of bureaucracy and in the case of "scenic reserve" requiring Ministerial approval for any major works within the reserve.

I would ask that if Hawkins Hill Road and the Brooklyn Wind turbine is further developed as "A main entrance" as this plan proposes that the road is upgraded accordingly in consultation with ROW owners.

I have no confidence in Parks and Gardens ongoing management of the road and my family have experienced many years of its poor management to support our concerns.

We have lived on Long Gully Station for 26 years and my family continue to own most of the privately owned land adjoining Hawkins Hill Road to the West and exclusively own the Southernmost 4 kilometres of the Hawkins Hill road.

As a neighbour of significance to the future of Te Kopahou we would have thought Council would have at the least asked us for a copy of our Long Gully Station Management Plan to understand what we are working to achieve over the next 25 years. As neighbours we are expected to keep abreast of Council's ever changing plans whilst Council's army of planners add layer upon layer of rules to their plans with no effort having been made by WCC to understand our goals and whether or not we can't work together to achieve mutually beneficial outcomes.

The Council's conscious neglect of the maintenance and upgrade of Hawkins Hill Road over the 26 year period my family have owned Long Gully Station whilst opening the previously private road to the general public and actively promoting the road for ever increasing recreational use has been a festering point of contention with the residents who in most cases rely on Hawkins Hill Road as their main access route to the CBD.

2/ I strongly object to and will oppose any reclassification of Te Kopahou where that classification negatively impacts on my long term plan to provide land and houses for my family off Hawkins Hill Road.

Explanation: We already have to contend with the ill conceived and implemented Hill Top and Ridgeline Policy that was an indiscriminate, lazy desktop overlay that negatively impacts our private land and that we should have appealed to the Environment Court.

We applaud the proposed plan's focus on managing exclusively Council owned land and excluding adjoining private land.

3/ We strongly support the plan's intention to review the management of the coastal road around the South coast.

Explanation:

As Long Gully Station Trust (our wider family) owns 2.5 kilometres of Cook Strait coastal frontage bounded by the coast road we witness daily the illegal paua poaching and the abuse of the escarpment by joyriding 4x4s and motorbikes. Signage has been repeatedly shot at and ripped out of the ground by continuous vandalism.

Proposal:

We propose a move from the current policy of only one day exclusively for walkers and cyclists and 6 days for motor vehicles, to 6 days exclusively for walkers and cyclists and only one day (Saturday) for motor vehicles.

Further we also strongly oppose Council's continued costly reinstatement of the coast road after every significant southerly storm. It seems a no brainer to reduce traffic around the coast that the coast be allowed to restore itself by the natural actions of the sea and the road not be mechanically rebuilt each time. Four wheel drives will always still make their way around but in a lot lesser numbers and the cost and practicality of road reinstatement will become more prohibitive with passage of time and the ongoing undeniable sea level rise.

4/ Streams...Explanation: The greatest threat to Long Gully Station's drinking water is not silt but poisoned animal carcasses therefore under Policies and Actions 4.2.2.2 add



8. Ensure best practice for use of toxins in or near water catchments to ensure toxin or poisoned animal carcasses do not enter waterways by strictly observing DOC recommended buffer zones for the use of toxins.
9. Prohibit the use of inhumane 1080 and Brodifacoum within Te Kopahau that allow animals to wander and die on neighbour's properties.
10. Prohibit the aerial dropping of any toxin within Te Kopahou
11. Adopt best practice of choosing trapping in preference to toxin for pest management within Te Kopahou.

5/ Weeds...We support the Council's prioritisation to prevent Darwins Barberry taking hold in Te Kopahou. We are disappointed with the complacency of previous Councils that made no attempt to contain Darwins Barberry whilst it was confined to our north within Wrights Hill Reserve and did nothing to prevent its infestation into Long Gully Station and subsequently Lot 13. Further Council should volunteer to undertake control for its neighbours of Darwins Barberry if it is giving more than lip service to the problem now.

# Draft Outer Green Belt Management Plan 2019

The Outer Green Belt reserves support the growth of Wellington City and our compact urban form. The draft management plan describes how the Outer Green Belt provides ecosystem services to the city (such as providing fresh water, holding carbon and protecting soils and vegetation).

The draft plan also notes the role of the Outer Green Belt as a recreation space that is easy to access and where people can participate in a range of activities such as walking, running, biking or participating in environmental care groups. This allows people to meet others in their community, lead active lives and foster a connection to the natural environment, even though they live in a city. The plan includes ideas about how the reserves can support city resilience and help create resilient communities.

The draft plan and Summary Document will help you complete this questionnaire. Feel free to skip any questions that don't affect or interest you.

We want to hear your views on the proposed Draft Outer Green Belt Management Plan 2019. You can answer these questions online at [wellington.govt.nz/OGBplan](http://wellington.govt.nz/OGBplan), email your thoughts to [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz) or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 25th March 2019.**

## Privacy statement - what we do with your personal information

All submissions are provided to elected members. Submissions (*including names but not personal contact details*), will be made publicly available at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

## Your details

|                                                                                                                                |                                     |
|--------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| Your name*: Shireen Maindonald                                                                                                 |                                     |
| Your email or postal address*: [REDACTED]                                                                                      |                                     |
| You are making this submission:                                                                                                | Karori Kaitiaki (Kākā) Incorporated |
| <input type="checkbox"/> as an individual                                                                                      |                                     |
| <input checked="" type="checkbox"/> on behalf of an organisation. Your organisation's name:                                    |                                     |
| I would like to make an oral submission to the Councillors <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |                                     |
| If yes, please give your phone number so that a submission time can be arranged*:                                              |                                     |

\*mandatory field

## Draft Outer Green Belt Management Plan 2019

|                                                                                                                                                                             |                             |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------------------------------------|
| 1. Do you agree that the Vision statement on the front of the Summary Document or in Part 2 of the draft plan captures what is special about the Outer Green Belt Reserves? |                             |                                     |
| <input checked="" type="checkbox"/> Yes                                                                                                                                     | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| If not, why not?                                                                                                                                                            |                             |                                     |

2. Looking at the Summary Document section 'What is the Outer Green Belt?' or at Part 2.3 and Part 3 of the draft plan, do you agree with:

|                        |                                         |                             |                                     |
|------------------------|-----------------------------------------|-----------------------------|-------------------------------------|
| the Guiding Principles | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| the Key Values         | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |

3. Looking at the plan highlights in the Summary Document, do you think these will help achieve the Vision that *the Outer Green Belt*:

|                                      |                                         |                                        |                                     |
|--------------------------------------|-----------------------------------------|----------------------------------------|-------------------------------------|
| is Wellington's wild green connector | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            | <input type="checkbox"/> Don't know |
| visibly defines the edge of the city | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            | <input type="checkbox"/> Don't know |
| protects and connects nature         | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            | <input type="checkbox"/> Don't know |
| invites people to escape and explore | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Don't know |

Why/why not?

Some information and signage is needed about short walks. There is minimal information about current major and minor entrances. People may want to go for a walk for an hour and want to know where to start and finish. They may want to know if it is suitable for children.

4. Looking at Parts 3.6, 3.7 and 4.6 of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

☒ Yes ☐ No ☐ Don't know

What do you think could be added?

Information and signage.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (*the Skyline Track*) is identified in the plan as the main priority for track development in the next 10 years (*refer to part 4.5 of the draft plan*). Do you agree that this should be the main priority?

☒ Yes ☐ No ☐ Don't know

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (*refer to Part 4.5.2.3*). Click here for maps showing the proposed track networks.

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

|          |                                         |                             |                                                |
|----------|-----------------------------------------|-----------------------------|------------------------------------------------|
| Sector 1 | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Don't know |
| Sector 2 | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Don't know |
| Sector 3 | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Don't know |
| Sector 4 | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Don't know |
| Sector 5 | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Don't know |
| Sector 6 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Don't know            |
| Sector 7 | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Don't know |

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help?

8. The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

Do you support the draft plan proposal to phase out grazing animals?

☐ Yes

☐ No

☒ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (*refer to the map of the entrances on page 60 of the draft plan*). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

Do you support this proposal?

☒ Yes

☐ No

☐ Don't know

Do you think it will encourage more people to use the Outer Green Belt reserves?

☒ Yes

☐ No

☐ Don't know

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.

**No preference as to which entrances are completed first.**

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes

☐ No

☐ Don't know

Why/why not?

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions and descriptions for each sector (*shown on the Map Page*).

**11. Sector 1 (Te Ngahere-o-Tawa/Redwood)** is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

**12. Sector 2 (Ohariu Ridge)** runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

13. Sector 3 (*Kaukau*) extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

14. Sector 4 (*Chartwell/Karori Park*) extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

15. Sector 5 is Makara Peak. This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable about this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

16. Sector 6 (*Wrights Hill/Zealandia*) extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☒ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☒ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

17. Sector 7 (*Te Kopahou*) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.



18. Do you have any comments on the proposed reserve classifications in the draft plan? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan 2019.

Volunteer Environmental Groups. There should be more support for volunteer environmental groups. It would be useful to have more help with skips or pick ups of weeds. It would be useful to have more information about recommendations about techniques for getting rid of specific weeds. It would be useful to have lists/documents referred to in Memorandum of Understandings included as Appendices or Schedules eg. List of Approved Contractors, Health and Safety checklist.

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



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Outer Greenbelt Management plan 178  
Open Space and Recreation Planning  
Wellington City Council  
PO Box 2199  
Wellington 6140

**Shona McCahon**

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**From:** Phil Andrews [REDACTED]  
**Sent:** Sunday, 24 March 2019 5:23 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Outer Green Belt Management Plan (1781014) Submission

**Submission on the Outer Green Belt Management Plan to Wellington City Council. Due 25/03/19**

My feedback is based in a concern for the native ecosystems of this country, and in particular, a concern that the bush as habitats for New Zealand wildlife must be conserved and restored. Without conscious evidence-based conservation our native plants; birds; insects; fungi; and our mammals (native bats) will gradually go extinct through the activities of human beings. Further to this, maintaining; restoring; and increasing our forests contributes to actions against climate change through carbon sequestration. I strongly believe that, as the native flora; fauna; etc. have no voice, we must speak for them and that to do any good in the longer term i.e. the next 1000 years, we must put them first. There are many ways that Wellington City Council and the communality can do this through its decisions relating to the Outer Green Belt.

I would like to see the twin goals of ecological restoration of; and providing minimal-disturbance access to; the Northern Green Belt, be the main principles upon which it will be managed.

My key points are:

A) In the Forest of Tawa / Te Ngahere o Tawa and Spicer Forest above as far as the new road (Spicer Road or Meridian Road, called Spicer Road in this submission).

1. I ask that you do not harvest the Pine trees, even as a gradual process except in cases of severe health and safety risk e.g. of falling on or near the footpath. The native understorey of bush is doing well by itself: it is often at least three or four metres in height. The pine trees will gradually fall over time e.g. in storms, and the natives will continue to grow around them and replace them. Harvesting the pine trees is unnecessary and risks disturbance to insects and birds and would disturb the tranquillity of the forest enjoyed by people as they walk through it. Furthermore, pine trees are a habitat to some of our increasingly rare wildlife such as the NZ native Falcon which is frequently seen in and above the pine

forests in Tawa; native bats which can roost in holes but are likely to go extinct; and Kaka which make nests in holes in trees and are beginning to be seen in Tawa (thanks to the influence of Zealandia); and the many invertebrates.

2. If it is necessary to remove a tree for health and safety reasons in future, as is currently the case near Duval Grove in Tawa, I ask that where possible the trees be left on the ground so that the nutrients return to the soil (and indeed add to the soil). To pro-actively assist the wildlife, even when health and safety is the main driver, I ask that ecologists provide advice as to how habitat conservation and restoration can be a key component. I am pleased by the plans to replant the area currently affected with native tress and ask that you go further by making easy roosting places for bats or nesting places for Kaka in dead trees trucks where safe heights of these can be left standing to encourage these creatures. As a part of predator free 2050 we need to ensure that native habitats in Wellington will be in good ecological health and that they are able to provide homes for species with currently very restricted ranges (almost entirely through past human activities).
3. I ask that priority is given to restoring the water quality and ecological health of streams. In the stream that runs down through the Forest of Tawa there are places where road run off (and possibly other sources of non sewer waste water) is going into the stream. This needs to be prevented.
4. The stream banks and other nearby banks are home to glow worms and probably many other largely invisible invertebrates. The glow worms can be easily seen at night at the lower areas of the track. I believe that the best way to help these creatures is to leave the streams and banks alone. Any plans to change things could inadvertently destroy these amazing native creatures or damage their habitat. I ask that any plans including health and safety or human use take this into account and are careful not to disturb the glow worms.
5. Currently, there are issues in the Forest in relation to use by the public including: cycles travelling too fast down the (in places very steep) track; and recently off-road motor bikes travelling up and down it. These create health and safety issues for walkers / runners, and in the case of the motor bikes, immense disturbance to the tranquillity of the forest for humans; its birds; and other wildlife. I support the Council's view that there is no need for cycle tracks in this reserve and I strongly advocate that we must do what is best for wildlife and the full restoration of the native ecosystem. There are other cycle ways from Tawa to Porirua: in particular the recently built track by the river in the centre of Tawa. Other options are the route up from Chasuden Place which could be improved, and potentially a new route somewhere near the prison if Upper Stebbings Valley is developed. I strongly support keeping the track through the Forest of Tawa for people on foot which I believe best supports conserving and restoring the forest's ecological health. If the Council believes that it is necessary for there to be a cycle track through the forest, I suggest that this should be a separate path from walkers and that the pleasant undeveloped nature of the existing path be retained.

6. I support development of a modest native tree arboretum in space already cleared of weeds at the bottom of the track. With such a great re-generating forest in the middle of Tawa we have a fabulous opportunity to increase community understanding of the bush and its importance as an ecosystem and how the Tawa community has a key role in conserving it into the future. The small arboretum would have educational material about the regenerating forest, its habitats and its wildlife, and how we can help it. I would like to see this done manually over time with input from the community and advice from experts, and without heavy machinery e.g. choosing and planting some example native trees; and creating examples of habitat restoration (e.g. examples of traps; bird and other nesting opportunities; perhaps a feeding area for native birds similar to those at Zealandia).
7. I strongly oppose having a car park; playground; or any road in the forest. These are unnecessary; would damage and reduce the ecosystem rather than restore it and are therefore harmful to the wildlife. The Tawa community voted, at a community meeting, strongly in favour of the council purchasing this land as a nature reserve. The council needs to acknowledge this and act in ways consistent with it. In addition, this sort of development uses resources and machinery that increase our carbon emissions and for this reason too are untenable. I believe that, other than a place to walk and enjoy the forest and its wildlife, human recreation should focus on understanding and contributing to helping conserve the forest and its fragile wildlife for now and into the future.

B) The following feedback refers to the native bush areas between Upper Stebbings Valley and Redwood Bush.

I strongly support protecting and conserving the areas of native bush that currently remain. With the development of new houses the number of cats (and rats) close to the bush will inevitably increase massively. I ask that planning includes how to keep predators out of the nearby bush. My suggestions include: a cat proof fence at the top of the valley with a gate for people to access any track made, and a virtual fence of traps around the margins of the bush which are monitored.

I support formalising the track that currently leads up from Redwood Bush, along the Stebbings Valley fence, along the old army track, and then creating an access track up to Spicer Road / Meridien Road (the road that was built to put in the wind farm). People could then easily link to other tracks e.g. Te Araroa; Rangituhi / Colonial Knob or back down into Tawa via the Forest of Tawa / Te Ngahere o Tawa track. This would also create

a 2 – 3 hour loop bush walk, by way of the Redwood Bush track, which would contribute to well being of our community; the long term health of people in the community; and the sustainability of the bush.

Thank you for the opportunity to provide feedback.

Please note I am a member of the Friends of Tawa Bush Reserves and have also contributed to that submission. This submission is from me as an individual resident of Tawa.

Yours,

Phil Andrews

**Shona McCahon**

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**From:** Susanne Ames [REDACTED]  
**Sent:** Sunday, 24 March 2019 9:47 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Outer Green Belt Management Plan 2019

I'm pleased by most of what's in the plan. Wellington needs more housing, but we need to preserve and expand our opportunities to enjoy our beautiful surroundings. The plan considers a variety of factors and users.

Here's what is most important to me:

1. Control of invasive species (South African daisy, gorse, broom, etc) and restoration of native bush. Also native birds.
2. Better maintenance of tracks, especially walking tracks: Manage steep/slippery areas for safety and to protect from erosion, perhaps installing steps. I appreciate this is expensive and would be happy to join working bees organised by the Council. I have experience building and maintaining tracks and happy to weed, plant etc as required.
3. Separation of foot and wheeled traffic (chiefly walkers vs bikers) on tracks except in areas where tracks are wide, have good visibility (10 m or further) and are relatively flat. In these areas, foot traffic takes precedence over wheeled traffic. Otherwise, please classify tracks as wheeled or foot and not shared. IMHO, most tracks should be foot unless purpose built, and cyclists (not the public) should pay at least 50% of construction costs.
4. Any new track to be consulted on publicly before construction and evaluated for impacts including
  - Environmental impact (erosion risk, wildlife habitat/stress)
  - Benefit to existing network (eg, connecting existing tracks)
  - Cost of construction and maintenance
  - Benefits and impacts to Wellington residents
5. New residential developments such as those near Grenada, Tawa and Upper Hutt to include footpaths and bike tracks or separate road lanes.
6. New tracks should be accessible – easy to reach by bus and train, and with adequate parking. Trailheads need more loos and water stations.

I live near the Old Coach Road in Johnsonville, and want to make sure the bush in this area is not further built up. We used to hear moreporks at night but don't anymore.

Kind regards,

--

Susanne Ames  
 [REDACTED]

## Shona McCahon

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**From:** Paul Blaschke [REDACTED]  
**Sent:** Friday, 29 March 2019 8:43 AM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Submission on Wellington Outer Green Belt

Kia ora Shona and Bec

Thanks very much for your patience in accepting this late submission. I haven't been able to do justice to the breadth and depth of work that's been done on this strategy. The overall concepts are terrific and show a huge amount of careful work. As usual, the devil is in the detail and I hope I have picked up a few aspects where the detail and the emphases can be usefully tweaked.

All the best for the remaining work on the Plan.

Regards  
 Paul

### Submitter details

Your name\*: Dr Paul Blaschke

Your email or postal address\*: paul@blaschkerutherford.co.nz

I am making this submission as an individual. I am long-standing member of Friends of Owhiro Stream and Southern Environmental Association and quite active in the Brooklyn community, as well as long experience as an environmental consultant with a special interest in urban reserves management.

I would like to make an oral submission to the Councillors. Contact details:

Dr Paul Blaschke

Environmental and ecological consultant

Blaschke & Rutherford Environmental Consultants, Wellington

Email: [REDACTED]

### Submission

1. Do you agree that the Vision statement on the front of the Summary Document or in Part 2 of the draft plan captures what is special about the Outer Green Belt Reserves?

Yes

3. Looking at the plan highlights in the Summary Document, do you think these will help achieve the Vision that *the Outer Green Belt*: Protects, connects and enhances nature.

Some objectives and policies aspects could be stronger in this regard and will need to be stronger to achieve the vision of 'a wild green corridor...protecting and connecting nature' and the guiding principle of "...undeveloped ridges and hills, and healthy native forests and streams are the foundation of the Outer Green Belt".

This applies particularly to the special nature of ecological and biodiversity hubs. Five areas are mentioned on p 19 as being particularly well-known for the biodiversity values and at the heart of expansion and restoration of natural ecosystems. There are obviously other small pockets of high value ecosystems elsewhere, too many to be individually named, but the fact that they are there and are known should be mentioned. The identified Significant Natural Areas outside of the five named areas would be a starting point for identifying these places. I would add to or expand the named five areas with the Waipapa Valley in Sector 7. It is similar to the Hape Valley in some respects but with a wider range of habitats and ecosystem types and largely because of its size – one of the largest forested catchment headwaters areas in the city if not the largest (map p 40).

More specificity could be given to management and policy provisions applying to these high value biodiversity areas. Linkages to relevant provisions in the WCC Biodiversity Strategy and Action Plan should be made. I mention two important aspects for these key areas:

*Weed control* needs special attention: more resources are needed to keep weeds from changing the ecological character of the areas and to ensure that new weeds do not establish. The ecological hubs are key areas where weedy non-local native species (karo, *Pittosporum ralphii* etc) should be treated as priority weeds; elsewhere this policy is not such a high priority. I think it is a mistake to equate gorse and Darwin's barberry as "nurse crop" weeds that don't need too much concern. This is probably true of gorse, but far from certain for Darwin's barberry, particularly given birds' role in spreading it. Flowering cherry is another spreading and ecosystem-altering woody weed in the same category. In general, weed control is probably the key to maintaining the ecological character of the OGB but often the overlooked aspect of urban ecological management. Resources are limiting as is stated in the



Plan. But the point needs to be repeatedly made that animal pest control, while so important in restoring the native wildlife that Wellington residents love, will count for little if those wildlife habitats are not maintained in a state that can sustain the wildlife populations. That means sustained weed control. The OGBMP is one of most important vehicles for promoting this message. *Recreational use* needs to be carefully managed in these areas. For example wider dual use tracks are not always appropriate for some of these areas, e.g. much of Otari-Wilton Bush because the old-growth core is unique in the city.

4. Looking at Parts 3.6, 3.7 and 4.6 of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added

Yes, the focus on city resilience that is well summarised in section 3.7.1, is not captured in the vision and principle of the plan. Although resilience is mentioned on P1 of the summary as a key value and function of OGB, the word and concept does not appear on p2 of the summary, or the vision or guiding principles. It appears as though some of the key resilience values should be more strongly reflected in the detailed provisions. For example, maintaining natural catchment headwaters for protection of water quality and water runoff, and more positive recognition of the future importance of carbon farming to the city, both native and exotic trees. On public land, by far the greatest potential for carbon farming is likely to remain in the OGB, and it's also where more proactive collaboration with private neighbours and NGOs can take place to plan, fund and implement tree planting and regeneration in an integrated and synergistic way. Section 4.3.2 could be strengthened to better incorporate and highlight the strategic importance of land use to enhance city resilience.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (*the Skyline Track*) is identified in the plan as the main priority for track development in the next 10 years (*refer to part 4.5 of the draft plan*). Do you agree that this should be the main priority?

Yes

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people. Is there anything missing that would help?

(also relevant to recreation policies 4.5.2.1): These policies are not sufficient to make available the recreational values (especially the feeling of wildness, remoteness and openness) to as many people as possible. Especially people without money to travel and people with physical and other disabilities. It's acknowledged that reference is made to places where easier access is available and the development of such facilities, but more active policies and programmes need to be in place to "bring people to the parks". For example, activities arranged with GWRC's Summer Programme, bus trips to the easier access and easier walking places etc. These don't all have to be carried out by Council but could be more strongly facilitated by Council.

8. The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt. Do you support the draft plan proposal to phase out grazing animals?

Yes in principle, at least to trialling methods of doing so. It's also important to maintain the policy of open land along most of the ridge tops. Some considerations for the phasing in of this policy

- Support sheep instead of cattle, to decrease adverse impacts, with the possible exception of short periods where cattle are brought in from adjacent land to clear up a specific small well-fenced area
- Keeping the cleared ridge area narrow – only as wide as needed to maintain the view shaft. In places, emergency/firefighting helicopter access will be needed
- Trials of different plant cover especially on the highest most exposed ridge sections especially in sectors 3 and 7. As well as grass, cover could include tussocks, native herbs, and low-growing shrubs (already regenerating in many places). These may need much less mechanical or chemical control than grassland, but will need weed control. Note that if this suggestion is accepted, objective 4.2.1.2 should refer to "retain open land" rather than specifying "retain open grassland".
- Fire management will also be essential. Somewhat likely to become more of an issue under climate change if summers become drier.

Note that Porirua City Council is currently reviewing its Te Rahui o Rangituhi (Rangituhu Parklands Reserve) Restoration Plan and one of the key issues is managing a transition from grazing in the Rangituhi Reserves. This will be a useful area in which the two councils could collaborate and learn from each other to plan a consistent approach across the city border.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

Emphatic yes!

**17. Sector 7 (*Te Kopahou*) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.**

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

Yes, overview is good and provides a good basis for management.

Does the draft plan support community partnership in this sector? In part.

I think the association with the Brooklyn and Owiro Bay communities is not emphasised enough. This sector forms the whole western backdrop to these two suburbs, most of it is contained within the Owiro Stream catchment and forms a key part of the headwaters of the Owiro Stream. At least three local conservation groups (Southern Environment Association, Friends of Owiro Stream and Pest-free Brooklyn) are active in the catchment and all three have a broad catchment focus in much of their work. Therefore they have a keen interest in the ecological character of this sector and should be regarded as important partners in

the conservation efforts outlined in the draft plan. Brooklyn community groups such as the Greater Brooklyn Residents' Association also have a broad focus in their work to the whole Brooklyn area/catchment and its ecological and community health.

Does the draft plan support use of this sector by a wide range of people?

In part, although the limited access opportunities, especially easy foot access, will limit universal access. More work could be done to investigate and if possible develop a reasonably easier-graded walk in the Lower Hape Stream catchment, accessible from the carpark. Vehicle access along the South Coast 4WD Track is important at least in the short-medium term, in part for access for people who can't access the sector by foot. However, in the longer term, coastal erosion, storms and rising sea levels will make it increasingly hard to justify keeping this road open for four-wheeled vehicles. Long-term planning for the eventual relinquishment of the South Coast beaches should commence within the term of the plan. In the meantime I support actions 5-7 in section 6.7.2.5.

Will the plan ensure the natural environment continues to be protected and improved in this sector? Yes on the whole.

- Sustained control of pest plants and animals is needed, particularly for weeds in the exposed fragile plant communities of the upper hill slopes.
- Flowering cherry is a newer emergent weed which is becoming rampant in the Brooklyn Valley and will likely continue to be spread by birds upwards towards the western hills of sector 7.
- Protection of the land outside the landfill area as Scenic Reserve is strongly supported.
- Provisions for ecological values on private land (actions 14-17) are rather vague. It is not clear what the function of the fence would be (to keep feral animals from entering or leaving the OGB land?) and its viability and cost-effectiveness would seem very low. I guess that is the point of conducting a feasibility and CB analysis but the priority of this compared with many other ecological enhancements (especially weed control which is admitted to be under-resourced) would seem to be very low. On the other hand, the partnering with willing neighbours to undertake bush restoration is a higher priority in my opinion. I would also add the possibilities of long-term tree planting for carbon-farming, which does not exclude long-term sustainable timber production. It's likely that the outlook for such options will change rapidly over the life of the OGBMP so should be kept open including on OGB land.

Do you agree with the actions for this sector?

Yes to a large extent, with the caveats summarised here.

Please add here anything relevant to this sector that you think is not covered in the plan.

- The extension of the scope of the Outer Green Belt down to sea level at the South Coast is supported as it enables a more integrated approach to the management of the hills-to-sea continuum here, the only place in the OGB where this continuum exists. The continuum between the OGB and the Taputeranga Marine Reserve in the vicinity of Owhiro Bay is particularly important, especially if parts of the OGB in this sector are made into a scenic reserve. However, the relationship between the OGBMP and the South Coast MP (section 6.7.1) is not clear, and the two plans need to be closely integrated to make integrated management possible. An integrated approach needs to also address impacts of recreation including campers on the Owhiro Bay foreshore, even though this area is probably outside both reserve areas. Fire risk management is one of a number of critical issues which must be managed in a fully integrated manner.
- Some aspects of the relationship between the OGBMP and landfill planning are not clearly covered. The three landfills are a significant part of the sector in terms of land area and affect the water quality and amenity of the Brooklyn/Owhiro catchment in many important ways. The strong protection and restoration of at least the full 200 m buffer strip at the head of the Southern and C&D landfills is important to make the best of a poor trade-off for the loss of this critical part of the Owhiro catchment headwaters. In the long term this strip should also form part of the proposed scenic reserve, or at least a local purpose reserve for scenery and landfill buffer (action proposed for mapping reference 7.1.1 in table on p21), thereby creating a protected corridor from the sea to Zealandia. I am also puzzled by the statement that the T&T landfill area, when it reaches capacity and the end of its landfill lease, would "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." There are many other suburban reserves within the OGB in other sectors. Why would land here used for suburban reserve not be also considered as part of Sector 7 of the OGB, especially as an entrance from Mitchell Street could become an important relatively easy access point to the OGB?

*Alan & Jo Sherlock*



*Karori  
Wellington 6012*

**Submission to the Wellington City Council**

**Draft Outer Green Belt Management Plan**

**March 2019**

## Submission

Jo and I have owned the property at 11 Croydon Street since 1991 and have taken an active role in maintaining the green belt at the back of our property primarily as we did not want scrub and gorse growing up to a metre from the back wall of our house. We enjoy the tranquillity the green belt provides and the significant increase in birdlife from Zealandia. The objectives of the Draft Plan has many positives and we agree with its overall intent.

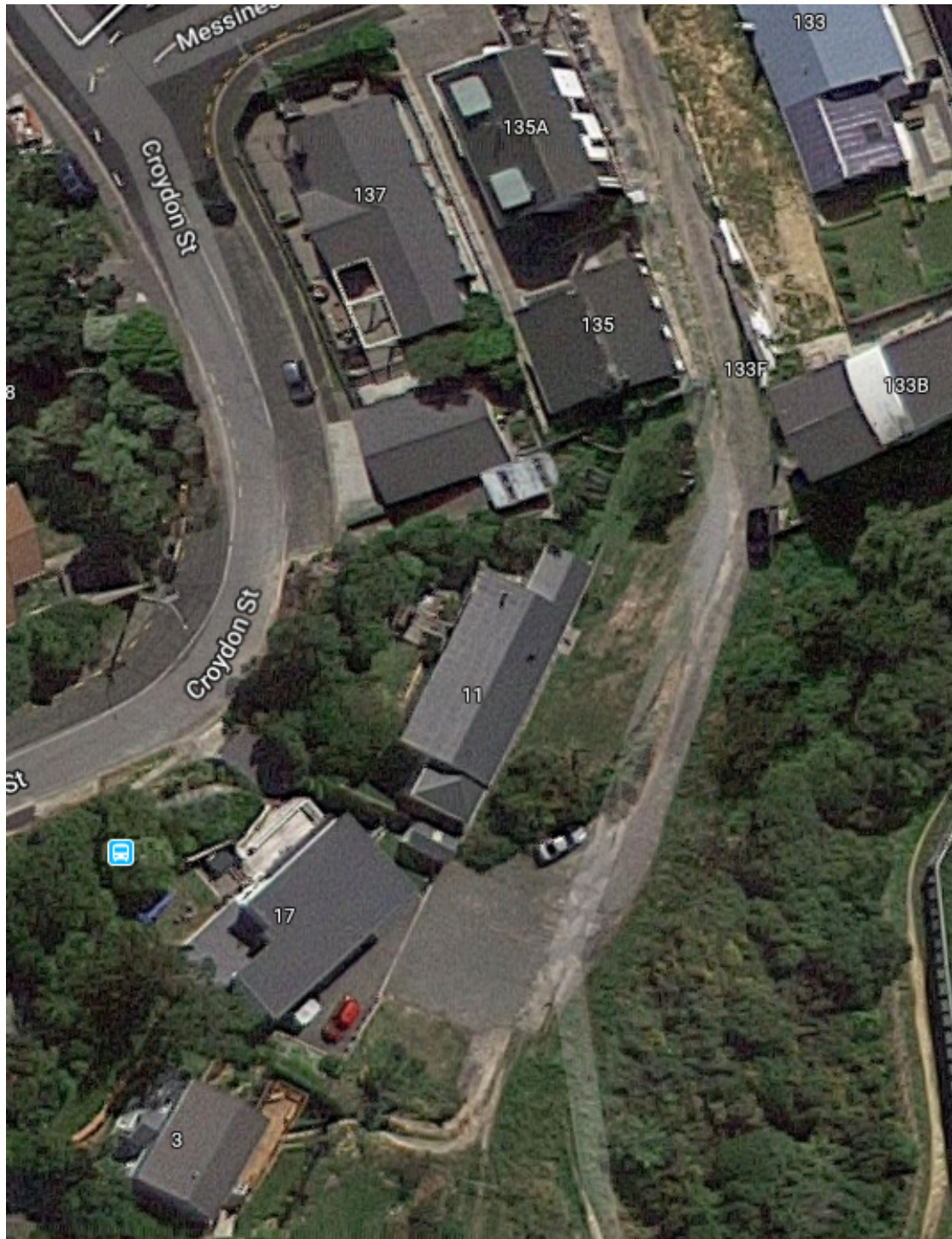
We feel strongly that the land at the rear of our property forms part of the predator strip for Zealandia, a necessary fire break for all properties involved, public access to the sanctuary track / dog walking and access to the water tower.

We have been informed of a significant submission from the Versailles Street Residents Group from neighbours and we fully support its intent, but wish to add the following with reference to properties from Messines Road and Croydon Street.

1. **Maintenance:** We have maintained a fire break for nearly 30 years and wish that to continue. We certainly support the regeneration of native bush in the area, but still wish to maintain a fire break. We also have tried this over the years but aggressive species, particularly gorse makes this very difficult to achieve.
2. **Parking:** We acknowledge that there is a convenience to being able to park vehicles at the back of the property, however parking on Croydon Street is very difficult due to the lack of parking on the other side of the road and with increased bus traffic, would create traffic safety risks.
3. **Fire Risk:** there would be a significant increase in fire risks if regeneration to our property was allowed to happen. Even council guidelines suggest a suitable fire break should be maintained at all times
4. **Impact on Outlook and block Sun:** If the regeneration was to be facilitated up to our boundary, that would have a significant impact on the outlook from our property and block sun having a detrimental effect. Considering that was not the state of the land when we purchased our property or probably the case for the past 50 years, we see this as unreasonable. In consultation with the council and sanctuary trust many years ago, there was reference to not wanting to impact on outlook or privacy.
5. **Safety:** We are concerned that there could be safety implications if regeneration to our boundary is allowed. (1 metre from our back wall
6. **Consultation:** We have had no consultation of any kind with regard to this proposal and considering there has been no change to the area for the 30 years we have been residents, that is not acceptable in our opinion. We have only been made aware of this plan by a mail drop from the Versailles Street Residents Group.
7. **Public access:** As indicated, we support public access and ability to gain access to the track etc, this Draft plan does not seem to take this public access into consideration.



We request that the proposed reclassification and changes in the Draft Plan for the area (section 6.2.11) are withdrawn, and the current plan's intent retained until a proper consultation can occur and a forward looking and reasonable approach in consultation with residents can be resolved.



*The Croydon Street end of the area, we are located at #11.*

## Our Details

**Names:**

Alan and Jo Sherlock

**Address:**

[REDACTED]

Karori  
Wellington, 6012

**eMail:**

[REDACTED]

**Phone:**

[REDACTED]

We have made this submission in the capacity of individuals.

**Shona McCahon**

---

**From:** Andrew Jackson [REDACTED]  
**Sent:** Friday, 22 March 2019 9:19 AM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Support of submissions - Outer green belt management plan

Hello,

I'm emailing in support of submissions being made by The Brooklyn Trail Builders (BTB) and Wellington Mountain Bike Club (WMTBC).

I fully agree with their comments that ecological concerns and recreation can be balanced, especially in sector 7, Te Kopahou.

At the moment it appears that the balance is in favour of ecological protections, to the point of excluding recreation. I also query why the ecological values of leased land within the three landfills seem to have been excluded, especially as some of the leases end within the next decade.

I am a trail user (both on bike and on foot) and think offering a rugged southern coast trail experience will be beneficial to recreational users as well as out-of-towners, as well as providing access to lower sections in the valleys for trapping and planting work.

Many thanks,  
Andrew Jackson

ajdesignstudio ltd

**Andrew Jackson** Bdes  
Director

[REDACTED]  
Brooklyn, Wellington 6021  
New Zealand

**Web:** [REDACTED]  
[REDACTED]  
**Skype:** [REDACTED]

**Shona McCahon**

---

**From:** Angela Jaggard [REDACTED]  
**Sent:** Monday, 25 March 2019 5:14 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Off leash dog walking

Hi,

I enjoy walking my dog in the off leash areas such as trellissick park and tinakori park. I would love to have more off leash areas available to me and my dog.

Thanks,  
Angela



## Draft Outer Green Belt Management Plan 2019 – Questionnaire

### Your details

**Your name:** *Ian Goodwin (Convenor)*

**Your email or postal address:** [REDACTED]

**You are making this submission: as an individual on behalf of an organisation.** *Organisation*

**Your organisation's name:** *F&B Wellington Regional Tramping Group (WRTG)*

**I would like to make an oral submission to the Councillors:** *No, thank you*

## Draft Outer Green Belt Management Plan 2019

- 1. Do you agree that the Vision statement on the front of the Summary Document or in Part 2 of the draft plan captures what is special about the Outer Green Belt Reserves?**

*Yes*

- 2. Looking at the Summary Document section 'What is the Outer Green Belt?' or at Part 2.3 and Part 3 of the draft plan, do you agree with:**

**the Guiding Principles** *Yes*

**the Key Values** *Yes*

- 3. Looking at the plan highlights in the Summary Document, do you think these will help achieve the Vision that the Outer Green Belt:**

*is Wellington's wild green connector* *Yes*

*visibly defines the edge of the city* *Yes*

*protects and connects nature* *Yes*

*invites people to escape and explore* *Yes*

- 4. Looking at Parts 3.6, 3.7 and 4.6 of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?**

*No (except as per our written submission)*

- 5. Completing a track that goes all the way from the south coast through to Porirua in the north (the Skyline Track) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan). Do you agree that this should be the main priority?**

*A qualified Yes – we support the extension, but do not see it as the main priority.*

**Intro: The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3).**

- 6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?**

**Sectors 1 – 7** Don't know.

We think we are probably supportive but regret we have not been able to adequately canvass members on this detail. We would be interested to involve our members in future discussion and planning.

**Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.**

We strongly favour opportunities for 4-5 hour walks via a loop track rather than there-and-back tracks. We also support linking reserves with paths and tracks rather than via street walking.

- 7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people. Is there anything missing that would help?**

For us, and it seems for the walkers and runners that we meet on the tracks, the climb up is part of the health-giving challenge that we seek and enjoy in the outdoors. We would hope to retain some more challenging access routes.

- 8. The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:**

**Pros**

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

**Cons**

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

**Do you support the draft plan proposal to phase out grazing animals?**

Don't know

**Why/why not?** For us the open nature of the tops is a significant part of the attraction, and encounters with grazing animals have only ever added interest and never harm.

As many of us volunteer now to maintain ecosystems through planting and weeding, we see weed control without grazing animals as a significant challenge. We acknowledge the point about fencing costs and damage to ecosystems, however.

**What ideas do you have to balance out the pros and cons?**

Our preference would be to work with land owners and those who lease the grazing land, through negotiation and contractual arrangements, to ensure they provide adequate fencing and protect ecosystems

9. **The draft plan proposes that there will be ten ‘main entrances’ to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.**

**Do you support this proposal?**

Don’t know.

We regret we have not been able to adequately canvass members on this matter.

**Do you think it will encourage more people to use the Outer Green Belt reserves?**

Yes

**Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McLintock Street; and Ohariu Valley Road or Upper Stebbings Valley.**

We regret we have not been able to canvass members on this matter. We would be interested to involve our members in future discussion and planning.

10. **When you think about living in Wellington in 10 or 20 years’ time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?**

Yes

**Why/why not:**

We are hugely impressed with the depth of thought and understanding of the inter-connected issues shown in this plan. We applaud the attempt to balance competing interests, and particularly support the suggested rules and processes that will guide decisions. We actively give effect to the research that confirms the positive effects on well-being of exercise and time spent close to nature.

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**Forest and Bird - Wellington Regional Tramping Group  
Submission to Wellington City Council on the  
Draft Outer Green Belt Management Plan 2018, issued January 2019**

**Background to WRTG**

Wellington Regional Tramping Group (WRTG) requires members to belong to Forest and Bird, but operates at arms' length from Forest and Bird. Some members have been active in Forest and Bird branches for decades. Others are more passive members of Forest and Bird.

We wish to clarify that this submission presents the views of WRTG, and is independent of any views that Forest and Bird may hold.

There are currently 150 members of WRTG living throughout the greater Wellington region and some well beyond the Wellington City Council's territory. Approximately one third regularly tramp on our weekly Wednesday trips. Throughout the year, we programme a choice of two tramps every Wednesday. Each tramp is between 4 and 7 hours and typically attracts between 10 and 30 WRTG members.

Being able to enjoy regular energetic outdoor activity in the Outer Green Belt is a significant factor in maintaining our health. The majority of our members are retired, and some are in their healthy 80s.

We are making this submission because we value highly Wellington's Outer Green Belt where many of our tramps occur. We feel that Wellington citizens are very lucky to have ready access to the extensive Outer Green Belt.

**Vision and Guiding Principles**

We appreciate the work that the Council has done over the last four decades in developing the Outer Green Belt to its present level. One of our long-term members notes, *"it's good to see ecological sustainability and needs of walkers being given such attention and weight. Twenty years ago, no-one cared"*.

We strongly support the Council's vision in recognising the benefits of the Outer Green Belt as a larger echo of the Wellington Town Belt readily accessible for public recreation.

We encourage the Council to continue endeavours to increase the continuity of Green Belt areas from north to south and develop connection to neighbouring councils' green belt areas. We tramp in those areas as well.

Many of our members live outside the geographical area covered by the Draft Management plan, but have a keen and relevant interest as they use the areas a lot for walking and recreation.

### **Tracks - Shared uses**

**Balanced uses** – The Draft Plan shows that the Council intends managing a balanced outcome for the uses of tracks. In particular, to strike a balance between recreational uses such as walking, mountainbiking and where appropriate, horse riding. A balanced consideration of these activities with the ecological values of the Outer Green Belt is also important. WRTG approves of these intentions and encourages the Council to follow through with implementing them.

**Walking and biking tracks** – Shared walking and biking tracks have been and are problematic both for cyclists and walkers where the shared use is not well managed. From our perspective, the expectation of the sudden appearance of bikes on a track reduces the relaxed sense of freedom and ease from walking in the outdoors. We also notice that the surface of the track is often damaged, sometimes significantly, making the track more difficult to navigate. The common forging by bikes of new and unauthorised tracks (some of which are subsequently made official) diminishes the goal of healthy native forests. On the other hand, there are examples in the Wellington region where bikes and walkers sharing tracks has been successful. We invite the Wellington City Council to examine the following example of a recently developed shared track, successfully planned by a neighbouring council.

**Well planned sharing** – In Elsdon Park bush a new cycle track up towards Colonial Knob is well signposted, and is fenced where necessary to allow bikes to only go uphill and walkers to come down. Walkers are thus neither surprised from behind nor risk injury by bikes. Uphill bikes are also not speeding. An existing walking track with many steps is not suitable for bikes and so walkers there are comfortable and safe both going uphill or down. Bikers have a separate downhill area free from walkers. We encourage the Council to inspect and understand the design principles of those tracks, and to find ways to monitor compliance.

**Johnson Hill Reserve tracks** – The Draft Plan mentions making more provision for mountain biking in a number of areas. One example is the proposal for several technically challenging (fast) downhill tracks through pinetrees at Johnson Hill Reserve. **Clearly, any walking tracks and such downhill tracks must not be allowed to intersect. The downhill tracks must be below any walking tracks, including the Skyline Track.**

Our tramping group thanks the Council for the opportunity to view and submit on this Draft Management Plan.

Keep up the good work.

Ian Goodwin, Convenor  
WRTG

**Shona McCahon**

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**From:** Helen Grove [REDACTED]  
**Sent:** Monday, 25 March 2019 4:52 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Outer Green Belt Management Plan

To Whom It May Concern,

Apologies, unable to add print and fill in the form, please find below the answers to the questions asked.

Kind regards,  
Helen

Name: Helen Grove

Email: [REDACTED]

Submission: as an individual

I would prefer to not make an oral submission, but if required, I can be reached at 021 163 4571

Draft Outer Green Belt Management Plan 2019 Question Answers

1: NO.

The Vision statement describes the Outer Green Belt as containing public and private land.

It can contain plans for public land it has purchased, but cannot plan for land it does not own, is not maintaining, or paying rates for.

That does not mean there is contention between public stewards and private land holders -- we can work together. But the plan cannot overreach by implied rights over what it does not have responsibilities for. A more correct term might be "\*adjacent\* private land".

In addition, the statement regarding land use of ridge tops is too inclusive. Ridge tops that are visible from the city are common value, but property that is on a ridge line but not visible to the city is going too far.

The rest of the vision statements appears agreeable.

2.

Principles:

a) Agreed (on public land)

- b) Disagree.
- c) Agreed.
- d) Agreed.
- e) Agreed.

Review of Plan Highlights:

- a) Agree - bar Complete the Skyline Track (see below)
- b) Agree to protect land under the Resource Act. Agreed.
- c) Complete the skyline -- I don't agree should be a key objective (see below).Agreed.
- d) Protect the ecological corridor. Agreed.
- e) Protect the streams. Agreed.
- f) Weed/pest control. Agreed.
- g) Protect the landscape has issues: The statement that the Outer Plan includes private land -- and then discusses protecting the landscape by limiting buildings and earthworks (by implication, on private land as well), is unacceptable.'
- h) Grazing: I'm a little concerned that we're removing grazing animals due to cost. Animals are nature, and a welcome change from the everyday experiences of most people.
- i) Agreed.
- j) Agreed for improving tracks.
- h) --
- i) Heritage inventory: agreed.
- j) -- pass.
- k) Monitoring did not mention neighbours, private land holders. Only visitors. That is not acceptable.

- a) yes.
- b) no. Long Gully road is marked as Brooklyn. So it obviously is part of the city. So Hawkins Hill Road is not the edge of the city.
- c) yes
- d) yes

4. You bet. Fix the funding of access ways. If they are not being maintained by a department, transfer ownership to another department. But fix them before sending more people to get hurt on them.

5. No. It's desirable for some, but most people do not have the stamina to travel a whole track in one day. A main priority is ensuring access, safely, to a short escape from the city, and encounter with nature.

6. The goal is good. Can't say for a specific loops. Will leave that to planners.

7. Publicly funded, safer, maintained, signed posted roads. Steepness is a feature of Wellington. Go to Lower Hutt for flatness.

8. Cattle should be part of a rural experience. Behind fences. Making a sterile, landscape of grasses might be more economical, but it low value objective to reach for.

A half-experience, fake, cleaned up version of nature smacks of Disney. "Outer Green Belt Disney. Come and experience a Half an Experience of nature!"

Find the money for something healthy, something real, rather than a new stadium on a quake line.

So, no. we do not support phasing out grazing animals.

Consider selling "Adopt a Fence Post" instead of benches? A plaque to show you travel here often.

9. No. It's a lot of money for a toilet. And even more money to maintain them. People who plan to go on walks plan ahead and go beforehand. And frankly, the roads need attention first.

10. The plan is valuable in that it makes the city better - but a couple of statements really imply that rural residents of the outer belt are second ranked to city plans. That really makes for ripe grounds for distrust and opposition rather than working together.

11. SKIP.

12. SKIP.

13. SKIP

14. SKIP.

15. SKIP.

16. Yes. It captures most of the unique features of this zone.

No. it does not capture community partnerships well. Wording is potentially careless.

Section [6.6.3.3](#): Where it says "manage vegetation to ensure that the wide views...", it should state manage vegetation on \*public\* land...

Section [6.6.3.6](#): talks about involving communities -- but never once mentions communicating and working towards mutually advantageous goals with the private residents on the perimeter.

17. SKIP.

18. Unable to contribute here.

19. The principles and objectives are mostly agreeable. The lack of precision regarding the wording of what is included in the belt (private land that the city does not own) as well as little to no mention anywhere of working with private adjacent residents is unsettling vocabulary, to say the least.

But mostly, it's a bit on the nose seeing all the plans for new 250K\$ bathrooms and signs. But not a single dollar allocated to making people safer on the roads and access ways.

In that regard consider the following as our statement:

The lines of Hawkins Hill Road and Southern Thread Road are not boundaries that divide Urban and Rural spaces:



they are first and foremost Wellington city \*neighbourhood\* roads -- much like any other road in Wellington.

They're roads on which interesting, hard-working, rate-paying residents live and work, and desire no more, no less that everybody else in Wellington gets by right from their council.

Namely,

- \* a means to travel to work and school,
- \* a place for our children to play and learn safely,
- \* a means for visitors to view the results of all of our efforts -- yours and ours -- at nurturing the resources on each of our properties.
- \* to be proud as heck of.

But they're also roads that the largest neighbor in the neighbourhood has underfunded for years, all while courting more visitors and high-volume businesses which disproportionately add more wear and tear to the road than residents do.

As a result two things have happened:

- \* the roads has become more pitted and unsafe for ourselves, our children learning to bike on the road, and the very bicyclists and visitors the open plan is courting,
- \* it appears WCC is searching for ways forward via restrictions -- via barriers, speed limits and the potential implications of road renaming -- on the opportunities and free access of residents, all while favouring its own budgets, investments and sponsored business ventures.

The motives -- or appearance thereof -- are disconcerting.

May we humbly recommend you:

- \* Recognize the constraints: the roads need repairing, and need maintained in order to safe for residents and visitors alike.
- \* Recognize the primary issue, and get your household's funding sorted, without impacting residents in its resolution.
- \* Be inclusive with discovery: approach us all directly to collect desired stakeholders from stakeholders,
- \* Be courageous and capable with your planning: plan outcomes for the whole neighbourhood to prosper and be safe: residents, citizens, as well as visiting public, and sustainable, commercial interests alike, rather than looking for solutions to save money that impact lives with a pen,
- \* Be equitable and fair with the allotment of expenses, relative to road usage, while taking into account rates already paid for services not received.
- \* Be diligent with your neighbour's responsibilities towards making our mutual neighbourhood safe for our children and visitors alike, while allowing us to prosper as residents.

\*Then\* come back and present your plans for the ventures your are sponsoring. You'll find us a welcoming and encouraging neighbourhood.

One final point: the city's outer green belt plan should first concentrate on its properties, and its financial and safety responsibilities, before making plans for the use of others private properties: it is not appropriate to loosely discuss private property as being included in the outer green belt plan.

Thank you.

30 January 2019

Joel De Boer and Bec Ramsay  
Recreation and Parks Planners  
Outer Green Belt Management Plan (1781014)  
Wellington City Council  
PO Box 2199  
Wellington 6140

[Outergreenbelt@wcc.govt.nz](mailto:Outergreenbelt@wcc.govt.nz)

Shed 39, Harbour Quays

██████████  
Manners Street  
Wellington 6142

██████████  
www.gw.govt.nz

Dear Bec and Joel,

### **Submission on Draft Outer Green Belt Management Plan 2019**

Please find enclosed the Greater Wellington Regional Council's officer submission on this draft Plan. Please contact Fiona Colquhoun, Parks Planner on 04 830 4153 or email [Fiona.colquhoun@gw.govt.nz](mailto:Fiona.colquhoun@gw.govt.nz) if you have any questions about officer comments in this this submission.

Yours sincerely

Nicola Shorten  
Manager, Strategic & Corporate Planning

Encl: Submission

## Greater Wellington Regional Council: Submission

|                |                                             |
|----------------|---------------------------------------------|
| To:            | Wellington City Council                     |
| Submission on: | Draft Outer Green Belt Management Plan 2019 |

### 1. Introduction

Thank you for the opportunity to submit on the Draft Outer Green Belt Management Plan 2019.

Greater Wellington Regional Council (Greater Wellington) supports the overall vision of the plan and commends Wellington City Council on developing such a comprehensive management plan for these important reserves.

### 2. Policy framework

- 2.1 The following points in our submission relate to Greater Wellington policy areas of regional resource management planning, sustainable transport, biodiversity and park recreation activities.

In assessing the Draft Outer Green Belt Management Plan 2019 for consistency with the Regional Policy Statement (RPS), Greater Wellington is particularly interested in the protection and management of open space following urban design principles. Maintenance and creation of open space connections via trails encourage participation in active recreation and offer opportunities for sustainable commuting. The directions of the Open Space Access Plan are consistent with, and support this direction.

### 3. Parks Planning comments

The vision for the plan could benefit by identifying that the outer green belt is 'easily accessible' for people to enjoy. Without easy access, via trails, good information and signage, the benefits for recreation, health and wellbeing cannot be readily realised.

The plan is a comprehensive work piece but very long. It could be reduced with removal of repetition and relocation of information to appendices, for example, much of section 3.

Parts of the outer green belt, from Mt Kaukau to Karori, act as a virtual fence for trapping pest animals coming in from farmland. Trapping on other ridgelines may also serve this role. This actively maintained virtual fence could be noted and identified as an ongoing priority and opportunity for community/ individual volunteer involvement.

Notes on individual sections:

### *2.3 Guiding principles*

We suggest replacing examples and with attributes of the values stated. The current examples are contradictory, for example, a sculpture event, cited in principle 1, for many people could be a highly valued outdoor experience and reason to visit the greenbelt, principle 3, or part of 'Wellington's sense of place' in the arts, principle 4. Equally horses are grazed in the Crofton Downs area but not permitted on adjoining tracks, example in principle 3.

### *3.5 Recreation and access*

Other common activities include photography and four wheel driving (along south coast). Suggest combining mountain and e-biking into 'cycling'

3.5.3 It should be noted that cyclists and walkers also follow tracks formed by stock, and that these can become more formal tracks over time.

## *4. General objectives and policies*

### *4.2.2.6 Fire*

As climate change will mean longer periods of drought within the life of the new management plan, the need for active fire hazard reduction will be likely, such as fire breaks and education of adjoining land owners about fuel load reduction prior to 'fire season'. Learning from more fire prone countries, the identification of 'safer places' within the parks for retreat in the event of fire, or park closures on days of high fire danger may be required, and should be foreseen in the plan.

#### *4.3.2.1 Landscape character*

Greater Wellington's consultation and ongoing visitor satisfaction monitoring programme identify that park visitors value having a diversity of landscape experiences, including exotic forest, grassy open tops, native bushland and view points along trails and ridge and hill tops. Non-native species can also provide beneficial winter food for native birds when native species are not flowering.

#### *4.3.2.2 Grazing*

The direction to phase out grazing but maintain areas of open hill top grassland is supported and consistent with Greater Wellington's likely

approach in our new draft parks network management plan. It is suggested that an action to 'reduce and remove internal reserve fencing' as grazing is phased out is also included in the plan. That is, unless the fencing remains beneficial for recreation and conservation purposes.

It is suggested that horse grazing impacts on freshwater quality should also be avoided in the short to medium term, rather than long term. The relatively flat and accessible area in Chartwell under horse grazing licence (it is assumed it is a licence rather than 'lease' as stated) could be redeveloped for recreation use such as a nature play space, mountain bike skills track or area for outdoor fitness stations. This area could also be developed via mini-master planning processes involving community and stakeholders.

#### *4.3.2.4 Development and land use*

Item 3. Existing buildings should, in the first instance, be considered for adaptive re-use for community or recreation purposes, rather than mandatory removal.

Item 10. Temporary or permanent public art works are highly valued by some members of the community and can also be interpretive, for example, of cultural values, former uses or simply be enjoyable and a destination for park visitors.

The explanation for this section identifies increased public use resulting for more amenities and track development. The policies of identified in this section should not preclude changing social values and recreation activity use over the term of the new management plan. For example, on page 49 a built structure is identified as being an 'iconic landmark', yet structures are identified in number 5 as being inappropriate.

#### *4.5.2.2 Motorised vehicles*

Item 2 and item 3 in 4.5.2.3 may contradict the direction for the heavily used motorised vehicle track to Red Rocks and beyond? Page 43 identifies that 'careful management of access along the road is required to provide for a range of recreational users.' Page 191 identifies an 'incompatibility between walkers, mountain bikers and drivers of motorised vehicles' and that user conflicts remain. It is suggested that permitted use is changed to access by permit only and that compliance activities can then be actively managed if conflict issues are reported.

From a broader motorised recreation regional perspective, consistency with management of access along Hutt City Council's Pencarrow Coast road is could be considered. Significant motorised recreation opportunities are readily available with the Akatarawa Forest and on private land in the nearby south coast and Makara area.

#### *4.5.3.2 Track Network*

Greater Wellington uses the New Zealand [Cycle Trail Design Guide](#) track standards in developing and maintaining tracks. Consistency in track standards with Wellington City would be helpful for people in planning their outings.

It is suggested that an audit and analysis of track categories is undertaken to determine gaps in the existing trail network and inform opportunities for enhancements, re-alignments, track closures and new tracks. Mountain bike use will continue to grow in future as e-bikes become the norm for use on hilly terrain as they are overseas. Provision of tracks ranging in difficulty but particularly in categories 2 and 3 should be planned to accommodate future growth of this activity and ensure easier access in areas of challenging terrain.

Regional Trails Framework priorities, such as Signature Trail development to support high quality visitor experiences, is supported.

The direction for managing all trails as shared foot and bike trails as a first principle is supported.

Gaps in the trail network. Note that there currently is no off road lower level cycling connection between the Johnston's Hill trails and the Crofton Downs / Chartwell trails to enable safe off-road circuit rides. A trail exists from the cemetery but it is limited to walkers. It is suggested that a low level, off road trail is established using an existing trail or creating a new one, for example, from Karori Cemetery exiting at Shropshire Avenue in Wilton.

#### *4.5.2.4 Entrance, amenities and way-finding*

Item 8. The NZ Standard is [NZS 8603](#): 2005 NZS 8603:2005 Design and application of outdoor recreation symbols

Suggested additional actions:

‘Update and/ or replace and wayfinding and orientation signage to include both distances, times and permitted users in a consistent format across the Outer Green Belt track network’.

‘Support trail information content on primary track user applications such as ‘Trail Forks’ to ensure accuracy and consistency’

‘Work with other land managers, recreation groups to ensure consistency of wayfinding signage focusing on visitor experience and enjoyment’

#### *4.6.2.2 Community partnerships*

Suggested addition to item 5. ‘Where appropriate support community collaboration groups to enable various groups to work effectively together, pooling resources, on shared goals’.

#### *4.6.2.3 Partnerships with neighbours and 4.6.2.8 Education and research*

Suggested addition 'In the face of climate change, build understanding of attributes of resilience in ecosystem health, fire hard management and biosecurity with reserve neighbours and the general community'

#### *4.7 Implementation and monitoring*

##### *4.3.3.2 Grazing*

'implement the fencing/ upgrade plan as resources permit'. Suggest also adding 'removal'.

##### *4.5.3.3 Track Network*

Suggested action as per 4.5.3.2

##### *5.3.2.3 Permits and booking*

c. 'Camping for educational purposes only' suggested adding 'fully self-contained'

'Authorised track development and maintenance' is a recreation activity and may be appropriate to include as a managed activity.

##### *5.3.3.1 Activities that are specifically prohibited*

All mining activities. Suggest adding 'including quarry and fill activities' for clarification purposes.

Use of a chainsaw. Suggest adding 'except for maintenance work'

### **3.1 Biodiversity**

We strongly support the plan's direction to connect the Outer Green Belt ridgetop reserves and create an ecological corridor of open space for nature to thrive and people to enjoy. We also commend WCC for interweaving biodiversity considerations throughout the plan and are supportive of all principles and management actions identified to protect and enhance biodiversity. The guiding principle, "Natural skylines, undeveloped ridges and hills, and healthy native forests and streams are the foundation of the Outer Green Belt" is particularly compelling, as is the vision: Wellington's wild green connector that protects and connects nature. This direction aligns with the objectives of the Regional Policy Statement (RPS), particularly Objectives 13 and 16-18, which promote the identification and protection of healthy ecosystems and natural character.

We also support the plan's recognition of the role that nature conservation and ecosystem services play in providing resilience to the city in the face of climate change and natural disasters.

The Outer Green Belt covers two Key Native Ecosystem (KNE) sites managed by WCC and Greater Wellington that have significant ecological values. These are Western Wellington Forests (Sectors 3 & 4) and Wellington South Coast (Sector 7). Greater Wellington values the continued collaboration and partnership with WCC in managing these ecologically significant sites, as well as other initiatives such as the Whaitua process and Predator Free Wellington.



Specific comments:

#### 4.2.2.4 Wildlife

We suggest adding invertebrates and bats to Point 4: “Continue to enhance our knowledge of birds, lizards, freshwater fish, invertebrates and bats in the Outer Green Belt through surveys and monitoring programmes.” These fauna groups represent significant knowledge gaps as identified in *Our Natural Capital*.

#### 5.3.3.1 Activities that are specifically prohibited

Some activities that are classified as prohibited in the plan may be required for management purposes (e.g. 4 wheel drive vehicle access/use of chainsaws). We suggest stating that these activities are prohibited unless carried out for the purposes of approved management activities.

#### Footnotes 33 and 39

We request a minor amendment due to planning cycle changes: “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.~~”

#### Sector 3: 6.3.3.5 Recreation

Point 4 relates to new track development within a KNE site. Greater Wellington requests involvement in this process as a management partner.

#### Sector 4: 6.4.3.5 Recreation and access

Point 3: We support the need to consult the public on the proposed downhill track within the KNE site and request involvement in this process as a management partner. We have already received public concerns about this proposed track and its potential impact.

### 3.2 Regional Transportation Planning

When considering which possible site they chose for new entrances for the Te Ngahere-o-Tawa and Ohariu Ridge/Kaukau section, the entrances that would enable better access by all modes should be prioritised, that is, entrances closer to public transport or which provide better linkages to cycleway networks will provide improved access for people who don’t have cars, or reduce the need to provide for car parking.

Entrances where cycling is permitted on adjoining trails should be prioritised for improvement works to foster commuter and recreational cycling.

### 3.3 Regional Policy Statement (RPS) for the Wellington Region

The RPS gives guidance on the future direction for the sustainable management of natural and physical resources in the Wellington region. The RPS sets out objectives and policies to address regionally significant issues.

While this document is not required to give effect to the RPS, the Draft Outer Green Belt Management Plan 2019 is seeking outcomes which are also addressing regional issues, some of which have been identified in the Regional Policy Statement 2013 (RPS).

RPS Policy 54 seeks that the region's urban design principles are considered in planning decisions. The region's urban design principles are based on the seven design qualities described in the NZ Urban Design Protocol. The region's urban design principles seek to ensure developments consider certain design elements.

These urban design principles include 'character' which seeks that public open space is protected and the quality, quantity and distribution of local open space is improved over the long term. Another principle is 'connections' which includes providing safe, attractive and secure pathways, green networks with a high priority on walking access and encouraging people to become more physically active. The Outer Green Belt has a key role in connecting Wellington's green spaces and work to close gaps and improve linkages is supported by Greater Wellington officers. It is noted that Wellington City Council is a signatory to the NZ Urban Design Protocol.

#### **4. Further involvement**

We welcome the opportunity to informally clarify and further discuss any of the matters raised. Greater Wellington does not wish to be formally heard in support of this submission.

**Nicola Shorten**  
**Manager, Strategic & Corporate Planning**

**Shona McCahon**

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**From:** Jeremy Brown [REDACTED]  
**Sent:** Monday, 25 March 2019 11:25 AM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Draft Outer Green Belt Management Plan

Dear Sir/Madam

We write regarding the **Draft Outer Green Belt Management Plan**.

We own and have lived at 15 Versailles Street for the 14 years since 2005. We are currently overseas, but wanted to ensure our voices are heard as part of our community's response.

Further to and in conjunction with our Versailles Street Residents Group submission, we would like to outline our main points of concern.

1. There has been a lack of consultation with residents on the draft plan. At no point have we received any communication from the council regarding this issue, despite the draft plan suggesting otherwise.
2. For the last 3 years we have been trying to find someone within WCC or Wellington Water who will take responsibility for maintaining the reservoir area behind our property, to no avail. We are very concerned about revegetation and loss of light/warmth/dampness in our home and Council's inability or unwillingness to maintain planting/weeding, gorse control.
3. Privacy and security are also major concerns for us. The general public are already able to look into our children's bedroom windows from the area by the reservoir tank. Should walking tracks be established directly behind our properties this issue will undoubtedly be magnified for us.
4. We do not want the land behind our property to be reclassified as reserve land until such time as long-standing issues outlined in detail in our Group's submission are resolved.

Yours sincerely

Jeremy Brown and Rebecca Walsh  
[REDACTED]  
Karori 6012

Outer Green Belt Submission on behalf of  
John & Liz Hume, Gavin & Liz Bruce, Connie & Wayne Stewart  
(Boundary Neighbours of the Northern Walkway)

25 March 2019

SUPPORT FOR:

- Create a line in the sand to contain weeds at the edge of grazing land.
- Confining the Outer Green Belt to public reserve land and not including private land.
- Maintain the open ridge tops.

WEEDS

- Once established, infestations are hard to return to pasture so it's better to keep clear areas clear.
- Plant amongst gorse and barberry to save on fencing cost and eventually shade the weeds out.
- Council will continue to spray along boundary to protect fences and create a buffer strip to reduce seed spread along the boundary.

PHASING OUT GRAZING

- Keeping it grazed makes it easier to control walking areas and clean areas.
- We would need a lead in time of some years if grazing is to be phased out to consider where to relocate stock.

GRAZING OPTIONS

- Formalised grazing arrangements.
- Graze till the end of spring growth.
- Select quiet non-confrontational stock.
- Signage to advise public, to give stock time to move away quietly.
- Cattle will remove rough grass efficiently.

#### SPECIFIC REQUESTS/COMMENTS

- Adequate resources are needed for land management, what ever option is decided for maintaining the open tops.
- Need to review signage requirements and fencing along Old Coach Road.
- Need to keep Transpower track that crosses the ridge above Bells Track clear, a potential emergency exit from the city.
- Important Council remains a considerate and responsible neighbour.
- Keep the grazing land on the West side of the ridge, in particular clear of gorse and barberry where there is least infestation so far.

We hope that these comments will be of assistance in your decision.

Regards

On behalf of the above

**Shona McCahon**

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**From:** Michael Crowley [REDACTED]  
**Sent:** Monday, 25 March 2019 4:59 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Submission

Dear Councillors

I broadly agree with the plan as proposed, but believe there should be a default presumption in favour of cyclists having access to the green belt unless there is a good reason not too.

Michael Crowley

**Shona McCahon**

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**From:** Patricia Thompson [REDACTED]  
**Sent:** Monday, 25 March 2019 7:06 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Submission re outer green belt

Hi,

I would like to very strongly oppose the plans for extreme mountain bike tracks in the vicinity of Johnston's Hill. I disagree with the observation that the cemetery to Skyline route is little used by pedestrians. We use it regularly and it is very well used by dog walkers. I'm not convinced the plans provided to keep bikers out of Otari Wilton's Bush would be effective either. Dog walking is as valid an exercise/hobby/pursuit as mountain biking but very poorly catered for in terms of safe places you can walk your dog in Wellington - by 'safe' I mean without having to be constantly vigilant for fast moving mountain bikes. Like mountain bikers, I like to get out for a good leg stretch most weekends - in fact most days - only I like to do it on foot, with my dogs. Mountain bikers probably would not find it satisfying to ride around the small patches of dog walking area provided on my side of the city. I don't find it satisfying to walk my dogs around them either. The Tawa Tawa reserve and Lyall Bay are good but it is not environmentally or economically viable to drive that distance every day. Like many dog walkers, I like to go for a good bush walk and I walk my dogs on extending leads so they can get good exercise without causing any problems to anyone. Anyone that is, apart from mountain bikers. I'm constantly being abused by mountain bikers who hurtle along at an alarming speed, coming up behind me so fast that I don't have time to reel my dogs in. Probably 30 per cent of mountain bikers I encounter are polite and considerate and slow down as they approach and call out a warning to enable me to get my dogs on a short lead. The rest either hurtle past at alarming speeds - I'm surprised they have never mown down a child - or slow down to remonstrate with me - for walking my dogs perfectly legally. I don't for one moment think councillors will take any notice of this. The mountain bike lobby is far too vociferous. Mountain bikers are very well served already in our community.

Bests wishes,

Patricia Matthews [REDACTED]

## Shona McCahon

**From:** Sarah McDermott [REDACTED]  
**Sent:** Monday, 25 March 2019 5:07 PM  
**To:** BUS: Outer Green Belt Management Plan  
**Subject:** Fwd: Submission on outer green belt management plan [UNCLASSIFIED]

Good afternoon - please find submission from Sarah and John McDermott (84 Southernthread Rd, Brooklyn). Kind regards.

Thank you for consulting on the management plan. Comment is regarding Hawkins Hill Road, noting that Brooklyn Wind Turbine is halfway along this road (Sector 7).

**Key point:** A high quality separate path for walkers and bikers, and upgrade to Hawkins Hill Road is urgently needed. The plan needs to facilitate these safety and accessibility upgrades.

In the plan, Hawkins Hill **Road is acknowledged as** an already popular road. A recent technical report to council identified neither the current nor future preferred road layouts meet good practice for current winter traffic volumes (summer is higher). The legal status or funding source for the road seems to be hindering development, compared to the nearby well-maintained Wright's Hill Road (Sector 6), for instance, which has much lower traffic volumes.

| Item in plan                                                                                                                                                                                                                                                                                                               | Comment                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Licenses and rights of way<br>3. Work with landowners and businesses who have legal right of way on Hawkins Hill Road to manage and maintain the road in ways that will protect and benefit public access to and use of the Council's reserve (new, 3-5 years).                                                            | What does this mean?<br><br>We would like this to state: Explore options (including changing road status and funding source) to upgrade Hawkins Hill Road to meet future demand (new, 1-3 years) and agree on improvements with landowners and businesses with legal right of way (new, 3-5 years).                                  |
| Track network<br>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:<br>a) planning; (new, 1-3 years)<br>b) implement physical upgrades. (new, 3-5 years)                        | Remove 'areas of', so that this states: 'including separation between vehicles and pedestrians/cyclists'.<br><br>The road is unsafe even with current signage discouraging pedestrian use. When the road is upgraded, this should be a proper job, the way other roads in the outer green belt are properly designed and maintained. |
| Entrances, facilities and way finding<br>11. Develop the Brooklyn wind turbine area as a main entrance to Te Kopahou, with:<br>a) toilets and drinking water;<br>b) and more information about the Outer Green Belt and recreational opportunities, including a map board, and improved interpretation signage. (new, 5-10 | Add location of this main entrance, ie:<br><br>'Brooklyn wind turbine area on Hawkins Hill Road (following upgrade) as a main entrance to Te Kopahou'.                                                                                                                                                                               |



years)

This activity is to encourage increased use of the area and would be reckless without a prior upgrade of the road itself.

# Draft Outer Green Belt Management Plan 2019

## Submission from Te Araroa Wellington Trust (TAWT)

### 1 Background

TAWT is the administrative body that looks after the Te Araroa Trail from Levin to Island Bay. We are pleased to report that the trail, which uses established WCC tracks in the city, is generating much interest among residents and visitors alike. The recent establishment of more water fountains around the waterfront has raised our profile to a greater degree. We receive much support and advice from councillors and officers which is really appreciated by our organisation.

Our comments mainly refer to Sector 2 of the Outer Green Belt Management Plan as TAWT wishes to move the trail from Ohariu Valley Road to the Ridgeline for hiker safety and visual and aesthetic purposes. This was mentioned in our report to the WCC City Strategy Committee on 9 February 2017 under comment 3.2. The trail also transverses Sectors 1 and 3 but we currently have no plans to change any routes through those sectors.

### 2 Land acquisition

We are very pleased that Council has now purchased the land at 268 Ohariu Valley Road which is a further important step in securing access along the Ohariu Ridgeline. The gap between this land and the airstrip block reserve in Sector 1 is approximately 2km over privately held land. We have had consultations with the 2 land owners over a number of years who, although sympathetic with our aims and objectives, have no real desire to allow hikers access over their properties.

### 3 Possible solution

TAWT is aware of the Twin Coast Cycle Trail (TCCT) that runs from Opua to Horeke in Northland for 87 km. Sections of this trail run through farmland which is fenced off to keep the riders and walkers safe and away from farm stock. It also keeps participants 'enclosed' on the actual route and therefore stops participants wandering over farmland.

We feel this could be a potential solution for the Ohariu Ridgeline. Farmers definitely want to keep their stock safe especially during lambing or calving and they also have stated to TAWT that they have had enough of 'locals' wandering over their properties which border on Churton Park residential areas.

TAWT members have had a discussion with the CEO of TCCT who is very happy to provide any information, advice and learnings to Council officers about the development and running of their very successful trail.

### 4 Costings

A very rough estimate shows that a normal farm fence currently costs approximately \$50 per lineal metre so two adjacent fence lines separated by a 2m wide track would

cost in the vicinity of \$200,000. Together with associated land, legal costs, gates and barriers could add another \$200,000 making a potential total cost of \$400,000. The Walking Access Commission is able to help negotiate with landowners and cover some legal costs.

Another idea is to make this section a joint walking/cycling track which may give access to different funding streams. Base course, gates and cattle stops may also be required if this option is followed with a resultant increase in costs.

#### 4 Future

While the Ohariu Ridgeline section is being planned there will also be the need for negotiation with Transpower, the landowner to the South of 268 Ohariu Valley Rd, to enable the trail to be shifted through that land to join up with the Skyline Track and Mt KauKau.

Completion of the Ohariu Ridgeline section has had a very high priority from councillors and officers and TAWT is willing to fully support this endeavour.

John Craig

[REDACTED]

[REDACTED] Churton Park, Wellington 6037

[REDACTED]

Bill Wakelin

Gary Simpson

21 March 2019

**Tawa Rugby Football Club (TRFC) Submission on the  
Wellington City Council Outer Greenbelt Management Plan  
2019 Review Closing 25 March 2019**

TRFC

[REDACTED]

Tawa  
Wellington 5028

## **INTRODUCTION**

Submission address: [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz).

### **Reason for the submission**

1. Although the Tawa Rugby Football Club (TRFC) is managed as part of the Northern Reserves Management Plan, several of the conditions suggested in the Outer Green Belt Management Plan (OGBMP) will impact on the TRFC and therefore the TRFC wishes to submit regarding the OGBMP.
2. Although the TRFC is not adjacent to the OGBMP, any planned activities in the OGBMP that affect the stream running past the TRFC and any activity that is likely to affect stream flow, and flooding has had, and will continue to have, a seriously affected on the TRFC.
3. Any OGBMP flow on affect down into Tawa will affect the TRFC.
4. The TRFC also submits in support of some aspects of the Friends of the Tawa Bush Reserves submission, and local neighbours in the area.
5. If tracks and parking are issues in the development of green spaces and native forests then the TRFC proposes linking parking around the club to the Forest of Tawa via a trackway that passes up the reserve area at the southern end of Lyndhurst Park to Larsen Reserve and on to the Forest Of Tawa.

### **The Submission Presenter**

The presenter for the TRFC will be Gary Beecroft. His postgraduate qualifications are in Natural Resource Management (Lincoln University) and he was previously employed by the DSIR Soil Bureau as a soil scientist and land use management. In his specialty area of Land Use Management, he worked in afforestation schemes in the West Coast and King Country, in irrigation and drainage in Otago, Egypt and Israel, and with the Department of Conservation on ecological environments under threat in Otago.

### **Proposed:**

The OGBMP proposal is for a roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance.

**Tawa Rugby Football Club wishes to submit** the following proposal for a walking track that starts at the available parking beside and around the TRFC, and would passes around the football grounds and then up the reserve land beside the creek that runs around Lyndhurst Park through to Larsen Park and then on to the Forest of Tawa beginning in Kiwi Crescent.

This would enhance to walking possibilities of residents and would be convenient regarding parking. This linkage to the current track through the Forest of Tawa from Kiwi Crescent to Spicer Road would further increase this popular walking track. It is a beautiful walk, with ridgeline panoramic views up and down the Tawa valley. This track also provides a

valuable direct connection to Te Araroa (the national walkway) and Colonial Knob. The track has been described as a 'family track'.

#### General Proposal for Tracks

**Tawa Rugby Football Club proposes** that from Lyndhurst Park to the Forest of Tawa the tracks should be limited to just three, to be used as follows:

1. A track for fit able walkers.
2. A track for the less able people such as those with disabilities, older people, or those with little children.
3. A downhill only track for cyclists.

#### Reasons and Track Use Description

1. The current track is used by fit able walkers to both ascend and descend the walkway.
2. Mountain bikers only use the track as a very fast-downhill descent into Kiwi Crescent, because in substantial parts it is too steep and narrow for uphill cycling.
3. Unless cyclists are separated from walkers, it's only a matter of time before a serious injury occurs. Older people who have encountered cyclists coming downhill towards them report feeling uncomfortably and vulnerable. Tawa Rugby Football Club is receiving increasing reports of near misses.
4. Residents also have vehicle right of way over the ROW entrance from Kiwi Crescent and there are already many incidents of passageway conflict between residents' vehicles, cyclists and walkers.
5. Tawa Rugby Football Club reiterates, it is only a matter of time before the confluence of activities in the current Right of Way results in an accident.

Note: Tawa Rugby Football Club submits that walkers of all ages should be able to walk public tracks without fear of cyclists or resident's cars running them down.

#### **Track Proposal One** - Access down the Right of Way

Tawa Rugby Football Club strongly requests that there be at least two separate access ways down the Right of Way from Kiwi Crescent to the entrance of the Forest of Tawa. This would require the widening of the existing road and:

1. A paved driveway for use by cyclists and residents' vehicles, south side of the entrance.
2. A paved separate walkers' path, on the north side of the right of way entrance.
3. Physical separation of the two access ways.

#### **Track Proposal Two** – Beyond the Right of Way Entrance

Beyond the Right of Way entrance, Tawa Rugby Football Club supports the proposal for two separate tracks to connect to Spicer Forest Road, one for cyclists and one for walkers:

1. The existing forest track becomes part of two new tracks – the lower section incorporated into a downhill only track for cyclists, the upper section into a path for walkers.
2. Cyclists are catered for by a downhill only track comprised of a new track from Spicer Forest Road, eventually connecting to the existing forest track approximately 420m below the farm gate. The track is downhill only, because the steep parts of the existing forest track are too steep, narrow and long for uphill cycling, and where the grade lessens the track is preferred for walkers due to the panoramic views.
3. The new section of the downhill cycle track would be below the ridge and to the northwest of the existing forest track.
4. Walkers are catered for by a new separate meandering path, beginning at the stream culvert a short way in from the entrance off the Kiwi Crescent right-of-way. This track will have low grades that allow easy uphill walking along and up the ridge to the east of the existing forest track, eventually connecting to the existing forest track

approximately 420m below the farm gate, and thereby bypassing the current steep climb from the bottom.

5. Measures should be implemented on the tracks to ensure that walker and cyclist users are confined to their own track and separated for safety reasons, e.g. the inclusion of steps and biking barriers on the walking track.
6. Powerful signage be erected to help understand compliance.
7. Communication with cycle groups (such as the Mana Cycle Group) to encourage understanding and compliance.

**Track Proposal Three** - A track for the less able people such as those with disabilities, older people, or those with little children.

Tawa Rugby Football Club supports the proposal to establishment of a loop meandering walking track (called Puratoke Track (glow-worm track) close to Kiwi Crescent. Land where tracks can be constructed with very gently slopes (1-3 degrees) or gentle slopes (3-5 degrees) are constrained here to a narrow corridor beside the stream. Suggestions from people surveyed are that they would like this track to be a loop walk.

Measurements and observations show a track would be possible as follows:

1. The Puratoke Track would start at the Kiwi Crescent entrance and follow the walkers track ascending for approximately 280 meters into the Forest of Tawa.
2. It would then turn north and east and gently descend, meander downward towards the stream at a lower level nearer to the stream, creating a second trackway back to the entrance. Thereby not directly repeating the inward walk but undertaking a “new” view and creating a 600 m (approx.) round trip over grades of from 1 to 5 degrees ascending and 1 to 9 degrees descending.
3. The descending Puratoke Track must remain on the true right bank of the stream due to the lands steepness and to retain biological protection of the south facing terrain for the Puratoke.

**Track Proposal Four** - an arboretum and information signs

Tawa Rugby Football Club supports the establishment of a modest arboretum with appropriate signage and education information be established on the flattish land that occurs at approximately 260 to 280 metres up the track from the Kiwi Crescent entrance. This would be an informative and educational centre for all who visit this trackway.

Due to the botanical value of the undisturbed area on the northern side of the stream below the existing culvert crossing, any future tracks should remain on the south side until that culvert crossing is reached.

Tawa Rugby Football Club is willing to advise and contribute as a community stakeholder and a downstream neighbour to the development of these track proposals and any effect they may have on stream flow, and rainfall run-off.

**Tawa Rugby Football Club submits** that it supports that the entrance from Kiwi Crescent to Forest of Tawa being designated a Secondary OGB entrance.

**Tawa Rugby Football Club submits** that it recommends that a new designated Main OGB entrance be created as part of the Upper Stebbings Valley Structure Plan and be located at the head of Stebbings Valley, which would have links to the OGB through both the airstrip block and the Marshall ridge connectors as this would also take pressure off the Kiwi Crescent entrance and reduce negative affect on the stream flowing there.

**The draft OGBMP suggests that there is potential for a roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance.**

**The TRFC strongly opposes** the suggestion for a roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance because:

1. There is insufficient room to safely accommodate a roadway and tracks for walkers and cyclists.
2. Combining drivers, walkers, the less abled, and cyclists on a single road would create significant and unacceptable safety hazards.
3. There is already an under-utilised public playground and parks, in Lyndhurst park. Data collected daily, at random times each day, from 18<sup>th</sup> December 2018 till 23<sup>rd</sup> of March 2019 shows that Lyndhurst Park has a very low attendance rates at the times and days surveyed). Lyndhurst Park; 95 people in 95 days average one per day.

Anecdotal analysis

1. Low occupancy of Lyndhurst Park is a little hard to understand, given the proximity of the football field but is an indication that play grounds for young children are losing popularity.
2. Furthermore, such playground no long hold an interest for children because every Kindergarten, play Centre and schools also has that equipment installed.

### **Submission**

The number visitors playing at the children's playground at Lyndhurst Park indicate there is no need for another children's park, and the expense of such a park could be better used in developing a walkway from Lyndhurst Park to Larsen Reserve and on to the Forest of Tawa.

If such a track was developed, then there is already considerable parking around the TRFC with 76 available car parks at Lyndhurst Park.

### **Further points**

1. A roadway, car park, and playground are inconsistent with the rationale for the purchase of the land, 'to preserve its ecological, recreational and water management value.
2. As neighbours to the proposed reserve we want to ensure that management of the Forest of Tawa stays true to the original reasons the community supported its purchase - to return the land to its lowland forest origin, with high quality water and available recreational opportunities for the community.
3. **Furthermore**, the TRFC believes the WCC should not harvest or fell the pines trees on the land called the Forest of Tawa and Spicer Forest below Spicer Road, and instead manage the pines to allow the natural understory succession of native forest to succeed the pine trees.
4. Felling the pines trees will further exasperate rapid runoff and peak stream flows.

### **Proposal**

The TRFC propose that the pine forest land between Tawa and the western ridgeline is left intact; and that the management of the area include enhanced (active replanting planting) native species succession of the pine trees.

### **Reasons**

1. A very important reason is to allow these lands to return to their original ecology of a lowland native forest with high quality water management and recreational opportunities for the community. The pine forest land between the ridgeline and



Tawa already has the advantage of a significantly advanced understorey of regenerating natives.

2. **Erosion** Harvesting or mass felling of the pines on land above Tawa will significantly increase the erosion of the hilly lands, which will increase sedimentation into streams, and cause a loss of stream ecology and water quality, conditions identified by Landcare Research for these types of land.
3. **Rainfall runoff and Flooding** Harvesting or mass felling the pine trees will also significantly increase rainfall run-off rates and put Tawa at risk of flooding like, or worse than, the Tawa flood on the 15<sup>th</sup> of May 2015. There is significant research by Landcare, the Ministry of Works, and the New Zealand Forest Research Institute Limited that shows that pine forest harvesting, and deforestation plays increases erosion, subsequent sedimentation, and increasingly rapid runoff and related flooding because trees prevent the erosion, contain sediments and delay runoff rates because forests roots hold the land in place and the canopy absorption rainfall and slow overall runoff.

#### 4. **Stream Grills**

The stream that runs past 58A Kiwi Crescent is piped at 56 Kiwi Crescent and the pipe has a grill at the pipe entrance. This type of drainage structure is repeated at the Tawa Rugby Football club – 23 Lyndhurst Road, and again at 182 main Road Tawa.

Evidence collected on the 15<sup>th</sup> of May 2015 shows the effect of rapid runoff, debris collection at the grills and eventually flooding due to stream overflow at the grills and into many parts of Tawa in the Kiwi Crescent, Lyndhurst Road, Larson Crescent and the Tawa Main Road. A repeat of the situation experienced in May 2015 will only be put at greater risk if the pine trees are removed, slash and debris can enter the stream way, and the stream is treated as a natural drain without debris retaining structures before the pipe way grills.

What happened in 2015 was that the removeable grills were not removed allowing a heavy build-up of debris on the grill and acting like a dam. Once the grill was dammed by forest debris the water simply ran outside the stream channel and the pipe and down the roads of Tawa. Since then, the removable grills have been replaced with fixed grills which cannot be removed, making the concept and need for debris wall upstream even more important. The current structure will eventually cause a repeat of the 2015 flooding of Tawa and the TRFC.

In all the pipe ways in the stream that drains the Forest of Tawa, and other parts of the OGBMP flooding risk will remain high if the streams are treated like a free available drain.

5. Furthermore, natural succession avoids the disruption to access and enjoyment of the forest that would occur over the period the trees were to be harvested.
6. The current character of this forest - exotic pines with a well-developed native understorey at eye-level - is a point of difference, enjoyed by residents, and consistent with the OGB's guiding principle of diversity of landscapes.
7. Natural succession avoids the significant risk of major erosion if trees are felled and harvested in large numbers on these unstable hilly and steep slopes. (Landcare)

The TRFC would like a representative to make a formal 10-minute submission to council members.



**Appendix One; Photos of the flooding up and down Lyndhurst Road, and around the rugby club.**

Debris around Kiwi Crescent Grill





Over flow water flowing into Kiwi Crescent





Neighbours down stream of Kiwi Crescent grill



Lyndhurst Road Below the Rugby Club







Lyndhurst Road Housing



The rugby club









The Lyndhurst park grill blocked and stream overflowing







Flood Level





# Draft Outer Green Belt Management Plan 2019

The Outer Green Belt reserves support the growth of Wellington City and our compact urban form. The draft management plan describes how the Outer Green Belt provides ecosystem services to the city (such as providing fresh water, holding carbon and protecting soils and vegetation).

The draft plan also notes the role of the Outer Green Belt as a recreation space that is easy to access and where people can participate in a range of activities such as walking, running, biking or participating in environmental care groups. This allows people to meet others in their community, lead active lives and foster a connection to the natural environment, even though they live in a city. The plan includes ideas about how the reserves can support city resilience and help create resilient communities.

The draft plan and Summary Document will help you complete this questionnaire. Feel free to skip any questions that don't affect or interest you.

We want to hear your views on the proposed Draft Outer Green Belt Management Plan 2019. You can answer these questions online at [wellington.govt.nz/OGBplan](http://wellington.govt.nz/OGBplan), email your thoughts to [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz) or post this form to us (no stamp needed). **Tell us what you think by 5pm, Monday 25th March 2019.**

## Privacy statement - what we do with your personal information

All submissions are provided to elected members. Submissions (including names but not personal contact details) will be made publicly available at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

## Your details

|                                                                                                                                |               |
|--------------------------------------------------------------------------------------------------------------------------------|---------------|
| Your name*:                                                                                                                    | Robert Hughes |
| Your email or postal address*:                                                                                                 | [REDACTED]    |
| You are making this submission:                                                                                                |               |
| <input checked="" type="checkbox"/> as an individual                                                                           |               |
| <input type="checkbox"/> on behalf of an organisation. Your organisation's name:                                               |               |
| I would like to make an oral submission to the Councillors <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |               |
| If yes, please give your phone number so that a submission time can be arranged*:                                              |               |

\*mandatory field

## Draft Outer Green Belt Management Plan 2019

|                                                                                                                                                                             |                             |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------------------------------------|
| 1. Do you agree that the Vision statement on the front of the Summary Document or in Part 2 of the draft plan captures what is special about the Outer Green Belt Reserves? |                             |                                     |
| <input checked="" type="checkbox"/> Yes                                                                                                                                     | <input type="checkbox"/> No | <input type="checkbox"/> Don't know |
| If not, why not?                                                                                                                                                            |                             |                                     |



2. Looking at the Summary Document section 'What is the Outer Green Belt?' or at Part 2.3 and Part 3 of the draft plan, do you agree with:

the Guiding Principles

☒ Yes

☐ No

☐ Don't know

the Key Values

☒ Yes

☐ No

☐ Don't know

3. Looking at the plan highlights in the Summary Document, do you think these will help achieve the Vision that *the Outer Green Belt*:

is Wellington's wild green connector

☒ Yes

☐ No

☐ Don't know

visibly defines the edge of the city

☒ Yes

☐ No

☐ Don't know

protects and connects nature

☒ Yes

☐ No

☐ Don't know

invites people to escape and explore

☒ Yes

☐ No

☐ Don't know

Why/why not?

4. Looking at Parts 3.6, 3.7 and 4.6 of the draft plan and thinking about the areas of the Outer Green Belt that you know about or visit, is there anything missing that you think should be added to make sure the Outer Green Belt reserves help the city and the people who live here thrive as the city grows and changes in the future?

☐ Yes

☐ No

☐ Don't know

What do you think could be added?

5. Please consult with the locals on the route thru Green Tawa to Whitireia Park. We don't want to lose access to the track in Spicer Forest. A mix of ridge top tracks and low level tracks would make it less weather dependant.

5. Completing a track that goes all the way from the south coast through to Porirua in the north (*the Skyline Track*) is identified in the plan as the main priority for track development in the next 10 years (refer to part 4.5 of the draft plan). Do you agree that this should be the main priority?

☒ Yes

☐ No

☐ Don't know

Skyline track is not an iconic name.

The second priority in the plan for track development is to ensure all suburbs at the edge of the Outer Green Belt have good loop tracks from residential areas up into the Outer Green Belt and out again (refer to Part 4.5.2.3). Click here for maps showing the proposed track networks.

6. Does the proposed track network achieve a good even spread of opportunities that will allow a wide range of people to enjoy and experience the Outer Green Belt?

|          |                              |                                        |                                     |
|----------|------------------------------|----------------------------------------|-------------------------------------|
| Sector 1 | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Don't know |
| Sector 2 | <input type="checkbox"/> Yes | <input type="checkbox"/> No            | <input type="checkbox"/> Don't know |
| Sector 3 | <input type="checkbox"/> Yes | <input type="checkbox"/> No            | <input type="checkbox"/> Don't know |
| Sector 4 | <input type="checkbox"/> Yes | <input type="checkbox"/> No            | <input type="checkbox"/> Don't know |
| Sector 5 | <input type="checkbox"/> Yes | <input type="checkbox"/> No            | <input type="checkbox"/> Don't know |
| Sector 6 | <input type="checkbox"/> Yes | <input type="checkbox"/> No            | <input type="checkbox"/> Don't know |
| Sector 7 | <input type="checkbox"/> Yes | <input type="checkbox"/> No            | <input type="checkbox"/> Don't know |

Tawa - Redwood

Please add here any comments about the proposed loop tracks and accessibility to the Outer Green Belt.

- only 1 access point (Kiwi Cres) is given a low priority, its central to Tawa so should be a priority.

7. Accessing the Outer Green Belt often involves a steep climb up before getting to flatter tracks along the ridgelines. Please add below any ideas for solutions not included in the plan that would allow for greater accessibility to the Outer Green Belt by a wide range of people.

Is there anything missing that would help? , lots of walking tracks

Chastwood entrance needs upgrade

Katarina Grove - between 20-18 needs an entrance

Ordley Grove - between 24-26 " " "

Forcen Place - between 15-26 " " "

Westwood road - No 1 " " "

Te Ara Tai Tonga needs extending north to

Kapuni Grove & south to the track above Kiwi Cres

Forestry roads are not mountain bike tracks.



8. The draft plan proposes trialling different ways to manage grass areas – particularly the areas on the tops of the hills. This will include taking sheep and cattle out of the reserve areas. There are pros and cons to taking grazing animals out of the Outer Green Belt, for example:

Pros

- Tracks won't get damaged by cattle in winter
- People won't be afraid of cattle
- Fencing costs will be less
- Areas of regenerating native bush won't get damaged

Cons

- Areas won't look as rural
- Grass will grow longer and weeds and regenerative native vegetation will have to be kept clear by other means to maintain the existing character and views
- People won't be able to see farm animals

Do you support the draft plan proposal to phase out grazing animals?

☒ Yes

☐ No

☐ Don't know

Why/why not? What ideas do you have to balance out the pros and cons?

Planting native trees, I would sooner see/hear the native birds than see farm animals. Lookouts can provide views out of the bush overlooking the farmed areas.

9. The draft plan proposes that there will be ten 'main entrances' to the Outer Green Belt. There are five existing ones and five new ones (refer to the map of the entrances on page 60 of the draft plan). Each area will be designed to include parking, toilets, information boards with maps and drinking water supply. They are all slightly different but on average they will cost approximately \$250,000 each.

Do you support this proposal?

☒ Yes

☐ No

☐ Don't know

Do you think it will encourage more people to use the Outer Green Belt reserves?

☒ Yes

☐ No

☐ Don't know

Please rank the proposed new entrances in order you think we should complete them. The new entrances are planned for the Brooklyn wind turbine; Wrights Hill; Chartwell Bush/woolshed; 268 Ohariu Valley Road or McIntock Street; and Ohariu Valley Road or Upper Stebbings Valley.

The first 3 are in the correct order but the last 3 I question if they are high use entrances or a strategic position. Track counters should be used to determine visitor numbers first.

10. When you think about living in Wellington in 10 or 20 years' time, will the management and development of the Outer Green Belt as described in this plan help make the city a good place to live?

☒ Yes

☐ No

☐ Don't know

Why/why not?

As long as bike access is included.  
and low level loop tracks for locals (mainly walking).

Part 6 of the draft plan describes the character and values of the Outer Green Belt and contains objectives, policies and actions in seven areas ('Sectors'). The Outer Green Belt reserves are so large that this enables people to think about specific parts, while also considering the management of all of the areas as a connected whole.

The Summary Document lists the key actions and descriptions for each sector (*shown on the Map Page*).

11. Sector 1 (Te Ngahere-o-Tawa/Redwood) is the northernmost part of the Outer Green Belt, extending from the Porirua City boundary along the ridge above Linden, Tawa and Redwood.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☒ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☒ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☒ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☒ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☒ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

There are no proper mountain bike tracks in this area that are easy to access by locals. They all need to drive or do a long road section to access tracks in Porirua or Mahara PK.

12. Sector 2 (Ohariu Ridge) runs along Ohariu Ridge above Churton Park and out to Old Coach Road above Johnsonville. Currently there are big gaps in the connected reserves here.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.



13. Sector 3 (*Kaukau*) extends from Old Coach Road above Johnsonville to the Chartwell Spur above Crofton Downs. It is also the backdrop to Broadmeadows, Khandallah and Ngaio.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

14. Sector 4 (*Chartwell/Karori Park*) extends from Chartwell Spur above Crofton Downs through to the Makara Road along Te Wharangi ridge via the Kilmister Tops and Johnston Hill above Karori.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

15. Sector 5 is Makara Peak. This sector includes the mountain bike park.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable about this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

16. Sector 6 (*Wrights Hill/Zealandia*) extends from South Karori Road, across Wrights Hill and the valley of Zealandia.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

17. Sector 7 (*Te Kopahou*) extends from Zealandia along the main ridgeline, taking in the Brooklyn wind turbine, Hawkins Hill and Te Kopahou before descending all the way down to the South Coast.

Does the sector overview capture what is unique about the area and properly guide management of what is special and valuable in this particular area?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support community partnership in this sector?

☐ Yes

☐ No

☐ Don't know

Does the draft plan support use of this sector by a wide range of people?

☐ Yes

☐ No

☐ Don't know

Will the plan ensure the natural environment continues to be protected and improved in this sector?

☐ Yes

☐ No

☐ Don't know

Do you agree with the actions for this sector?

☐ Yes

☐ No

☐ Don't know

Please add here anything relevant to this sector that you think is not covered in the plan.

18. Do you have any comments on the proposed reserve classifications in the draft plan? Please provide the name and/or legal description of the reserve and your comments.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan 2019.

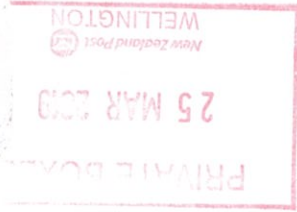
A great start.

But the residents of Tawa/Redwood don't get improved access to the Green Belt.

An iconic name for the track Whitiwera to Red Rocks.  
Not Skyline track.

223

Freepost 2199  
Outer Greenbelt Management plan 178  
Open Space and Recreation Planning  
Wellington City Council  
PO Box 2199  
Wellington 6140



Free Post Authority Number 2199  
**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke



2nd fold here

1st fold here - fasten here once folded



**The Davia Family Submission on the  
Wellington City Council Outer Greenbelt Management Plan  
2019 Review Closing 25 March 2019**

Ido Davia  
[REDACTED]

Tawa  
Wellington 5028

## **INTRODUCTION**

Submission address: [outergreenbelt@wcc.govt.nz](mailto:outergreenbelt@wcc.govt.nz).

The Davia Family live at [REDACTED] Kiwi Crescent Tawa the proposed entrance to the Forest of Tawa.

### **Proposed:**

The OGBMP proposal is for a roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance.

### **Please note:**

Since the park was opened for public use there have been several occasions where there has been a conflict between walkers, cyclists and resident's vehicle movements into and out of the property.

### **The Right of way into the properties of Andrews and Beecroft**

**The Davia Family proposes** that Forest of Tawa at the Kiwi Crescent Right of Way be divided into two specific and separate uses.

1. A Right of Way for the specific use of the residents.
2. A walking track area for cyclists and walkers (which may contain 2 or three tracks depending on recreational use).
3. That these two uses are separated by a barrier.

**Please Note:** the boundaries of the properties that run adjacent to the right of way are sufficiently wide for both a roadway and a separated trackway to occur.

However, if this option were to eventuate then the side of the right of way that would be adjacent to our property would need to be reinforced and supported as it is likely that it will be at a higher level than the land surface on our side of the boundary.

**The Davia Family wishes to submit** the following proposal for walking and cycling tracks through the Forest of Tawa between Kiwi Crescent and Spicer Road.

The current track through the Forest of Tawa from Kiwi Crescent to Spicer Road is a popular walking track. It is a beautiful walk, with ridgeline panoramic views up and down the Tawa valley. This track also provides a valuable direct connection to Te Araroa (the national walkway) and Colonial Knob. The track has been described as a 'family track'. However, it is steep enough to deter the elderly, the less abled, and the very young from walking the current track, and uphill cyclists.

### **General Proposal for Tracks**

**The Davia Family proposes** that within the Forest of Tawa between the end of the Kiwi Crescent Right of Way and Spicer Forest Road, tracks should be limited to just three, to be used as follows:

1. A track for fit able walkers.
2. A track for the less able people such as those with disabilities, older people, or those with little children.
3. A downhill only track for cyclists.

#### Reasons and Track Use Description

1. The current track is used by fit able walkers to both ascend and descend the walkway.
2. Mountain bikers only use the track as a very fast-downhill descent into Kiwi Crescent, because in substantial parts it is too steep and narrow for uphill cycling.
3. Unless cyclists are separated from walkers, it's only a matter of time before a serious injury occurs. Older people who have encountered cyclists coming downhill towards them report feeling uncomfortably and vulnerable. The Divia Family is receiving increasing reports of near misses.
4. Residents also have vehicle right of way over the ROW entrance from Kiwi Crescent and there are already many incidents of passageway conflict between residents' vehicles, cyclists and walkers.
5. The Divia Family reiterates, it is only a matter of time before the confluence of activities in the current Right of Way results in an accident.

Note: The Divia Family submits that walkers of all ages should be able to walk public tracks without fear of cyclists or resident's cars running them down.

#### **Track Proposal One - Access down the Right of Way**

The Divia Family strongly requests that there be at least two separate access ways down the Right of Way from Kiwi Crescent to the entrance of the Forest of Tawa. This would require the widening of the existing road and:

1. A paved driveway for use by cyclists and residents' vehicles, south side of the entrance.
2. A paved separate walkers' path, on the north side of the right of way entrance.
3. Physical separation of the two access ways.

#### **Track Proposal Two – Beyond the Right of Way Entrance**

Beyond the Right of Way entrance, The Divia Family proposes two separate tracks to connect to Spicer Forest Road, one for cyclists and one for walkers:

1. The existing forest track becomes part of two new tracks – the lower section incorporated into a downhill only track for cyclists, the upper section into a path for walkers.
2. Cyclists are catered for by a downhill only track comprised of a new track from Spicer Forest Road, eventually connecting to the existing forest track approximately 420m below the farm gate. The track is downhill only, because the steep parts of the existing forest track are too steep, narrow and long for uphill cycling, and where the grade lessens the track is preferred for walkers due to the panoramic views.
3. The new section of the downhill cycle track would be below the ridge and to the northwest of the existing forest track.
4. Walkers are catered for by a new separate meandering path, beginning at the stream culvert a short way in from the entrance off the Kiwi Crescent right-of-way. This track will have low grades that allow easy uphill walking along and up the ridge to the east of the existing forest track, eventually connecting to the existing forest track approximately 420m below the farm gate, and thereby bypassing the current steep climb from the bottom.
5. Measures should be implemented on the tracks to ensure that walker and cyclist users are confined to their own track and separated for safety reasons, e.g. the inclusion of steps and biking barriers on the walking track.
6. Powerful signage be erected to help understand compliance.

7. Communication with cycle groups (such as the Mana Cycle Group) to encourage understanding and compliance.

**Track Proposal Three** - A track for the less able people such as those with disabilities, older people, or those with little children.

The Divia Family proposes the establishment of a loop meandering walking track (called Puratoke Track (glow-worm track) close to Kiwi Crescent. Land where tracks can be constructed with very gently slopes (1-3 degrees) or gentle slopes (3-5 degrees) are constrained here to a narrow corridor beside the stream. Suggestions from people surveyed are that they would like this track to be a loop walk.

Measurements and observations show a track would be possible as follows:

1. The Puratoke Track would start at the Kiwi Crescent entrance and follow the walkers track ascending for approximately 280 meters into the Forest of Tawa.
2. It would then turn north and east and gently descend, meander downward towards the stream at a lower level nearer to the stream, creating a second trackway back to the entrance. Thereby not directly repeating the inward walk but undertaking a "new" view and creating a 600 m (approx.) round trip over grades of from 1 to 5 degrees ascending and 1 to 9 degrees descending.
3. The descending Puratoke Track must remain on the true right bank of the stream due to the lands steepness and to retain biological protection of the south facing terrain for the Puratoke.

**Track Proposal Four** - an arboretum and information signs

The Divia Family proposes the establishment of a modest arboretum with appropriate signage and education information be established on the flattish land that occurs at approximately 260 to 280 metres up the track from the Kiwi Crescent entrance. This would be an informative and educational centre for all who visit this trackway.

Due to the botanical value of the undisturbed area on the northern side of the stream below the existing culvert crossing, any future tracks should remain on the south side until that culvert crossing is reached.

The Divia Family is willing to advise and contribute as a community stakeholder and neighbour to the development of these track proposals.

**The Divia Family submits** that it supports that the entrance from Kiwi Crescent to Forest of Tawa being designated a Secondary OGB entrance.

**The Divia Family submits** that it recommends that a new designated Main OGB entrance be created as part of the Upper Stebbings Valley Structure Plan and be located at the head of Stebbings Valley, which would have links to the OGB through both the airstrip block and the Marshall ridge connectors.

**The draft OGBMP suggests that there is potential for a roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance.**

**The Divia Family strongly opposes** the suggestion for a roadway, car park or playground in the Forest of Tawa at the Kiwi Crescent Entrance because:

1. There is insufficient room to accommodate a roadway and tracks for walkers and cyclists.
2. Combining drivers, walkers, the less abled, and cyclists on a single road would create significant and unacceptable safety hazards.

3. There is already an under-utilised public playground and park, the Larsen Park, only 220m from the Kiwi Crescent entrance. Data collected daily, at random times each day, from December 2018 till March 2019 shows that over this period Larsen Park has never had any visitors at the times the observer was collecting data at the park.
4. The WCC Northern Reserves Management Plan March 2008 recommends decommissioning Larsen Park (220 meters from the entrance to the Forest of Tawa) hence it is difficult to understand the WCC recommendation for another cold, damp, uninviting, isolated children's park in an adjacent ecological area, just 220 meters away.

A roadway, car park, and playground are inconsistent with the rationale for the purchase of the land, 'to preserve its ecological, recreational and water management value'

We want to ensure the management of the Forest of Tawa stays true to the original reasons the community supported its purchase - to return the land to its lowland forest origin, with high quality water and available recreational opportunities for the community.

The Divia Family also want the WCC to give the remaining bush on the western hills of Tawa enduring protection to return to its original forest ecology. The Divia Family is sharing its views on how the plan could be improved.

**Furthermore**, the WCC should not harvest or fell the pine trees on the land called the Forest of Tawa and Spicer Forest below Spicer Road, and instead manage the pines to allow the natural understory succession of native forest to succeed the pine trees.

### **Proposal**

The Divia Family propose that the pine forest land between Tawa and the western ridgeline is left intact for the native species to succeed them.

### **Reasons**

1. One aim of these lands is to allow them to return to their original ecology of a lowland native forest with high quality water management and recreational opportunities for the community. The pine forest land between the ridgeline and Tawa already has the advantage of a significantly advanced understory of regenerating natives. The Divia Family experience is that away from the forest edge land where trees have fallen is revegetated by native species rather than with weeds. This ecology will also be occurring in parts of Spicer Forest below Spicer Road.
2. Harvesting or mass felling of the pines on land above Tawa will significantly increase the erosion of the hilly lands, which will increase sedimentation into streams, and cause a loss of stream ecology and water quality, conditions identified by Landcare Research for these types of land.
3. Mass felling the pine trees will also significantly increase rainfall run-off rates and put Tawa at risk of flooding like, or worse than, the Tawa flood of May 2015.
4. During the floods on May 2015 our property was considerably flooded when the grill at the edge of our property was blocked with forest debris. This caused considerable damage to my property and to the other properties down Kiwi Crescent.
5. Furthermore, natural succession avoids the disruption to access and enjoyment of the forest that would occur over the period the trees were to be harvested.
6. The current character of this forest - exotic pines with a well-developed native understory at eye-level - is a point of difference, enjoyed by residents, and consistent with the OGB's guiding principle of diversity of landscapes.
7. Natural succession avoids the significant risk of major erosion if trees are felled and harvested in large numbers on these unstable hilly and steep slopes. (Landcare)





## Appendix 1 Flooding in Kiwi Crescent

Photos of the May 2015 flooding

Debris around Kiwi Crescent Grill





Over flow water flowing into Kiwi Crescent



Neighbours down stream of Kiwi Crescent grill





## **Draft Outer Green Belt Management Plan, January 2019**

**The Makara/Ohariu Community Board wish to write a short comment regarding this Consultation Document. We initially emailed the Makara Yahoo Group and the Ohariu Email Group advising of the Consultation Document and have also sent a follow up reminder of the upcoming closing date.**

**While the majority of residents in Makara and Ohariu probably are not the most frequent users of the Outer Green Belt, some residents have expressed reservations as to the proposed changes, because it could have the potential to lock up the use of their land into the foreseeable future. We are unaware of any residents currently wishing to develop any housing on land adjoining the Outer Green Belt, but they do wish to retain some degree of flexibility into the future as circumstances affecting them may well change. The WCC need to maintain open consultation with residents who own land adjoining the town belt as those people wish to be kept informed of any final proposals.**

**The fact that there is a proposal to cease grazing certain areas is also a concern to the Board mainly due to fire risks which might arise because of the grass becoming long and drying out in the summer as there is does not appear to be a solution as to how this risk might be managed.**

**With the larger amount of land proposed to be incorporated into the Outer Green Belt there will be issues with increased predator numbers.**

**The Board appreciate the Concept of the Outer Green Belt as it does provide a scenic backdrop to Wellington City generally, and provides a significant area for a wide range of activities to be undertaken by the residents of the city.**

**Christine Grace.**