

# 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 [ouergreenbelt@wcc.govt.nz](mailto:ouergreenbelt@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*: Mana Cycle Group
Your email or postal address*: mcgmana@gmail.com
You are making this submission: <input type="checkbox"/> on behalf of an organisation. Your organisation's name: Mana Cycle Group <input type="checkbox"/>
I would like to make an oral submission to the Councillors <input type="checkbox"/> Yes <input type="checkbox"/> 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 type="checkbox"/> Yes <input type="checkbox"/> <input type="checkbox"/> 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
- 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

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

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 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*). Do you agree that this should be the main priority?

- Yes

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"/>	<input type="checkbox"/> No	<input type="checkbox"/>
Sector 2	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
Sector 3	<input type="checkbox"/>	<input type="checkbox"/> No	<input type="checkbox"/>
Sector 4	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
Sector 5	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
Sector 6	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/>
Sector 7	<input type="checkbox"/>	<input type="checkbox"/> No	<input type="checkbox"/>

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.

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 side 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.

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

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.

Do you support this proposal?  Yes

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.

Highest: McLintock, 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

Why/why not?

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.

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 and valuable in this particular area? | <input type="checkbox"/> Yes | <input type="checkbox"/>    | <input type="checkbox"/> special |
| Does the draft plan support community partnership in this sector?   | <input type="checkbox"/> Yes | <input type="checkbox"/>    | <input type="checkbox"/>         |
| Does the draft plan support use of this sector by a wide range of people?   | <input type="checkbox"/>     | <input type="checkbox"/> No | <input type="checkbox"/>         |
| Will the plan ensure the natural environment continues to be protected and improved in this sector?   | <input type="checkbox"/> Yes | <input type="checkbox"/>    | <input type="checkbox"/>         |
| Do you agree with the actions for this sector?  | <input type="checkbox"/>     | <input type="checkbox"/> No | <input type="checkbox"/>         |

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. 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 Forglan 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. 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.

- |   |                              |                          |                          |
|---|------------------------------|--------------------------|--------------------------|
| Does the 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="checkbox"/> Yes | <input type="checkbox"/> | <input type="checkbox"/> |
| Does the draft plan support community partnership in this sector?   | <input type="checkbox"/> Yes | <input type="checkbox"/> | <input type="checkbox"/> |
| Does the draft plan support use of this sector by a wide range of people?   | <input type="checkbox"/> Yes | <input type="checkbox"/> | <input type="checkbox"/> |
| Will the plan ensure the natural environment continues to be protected and improved in this sector?   | <input type="checkbox"/> Yes | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you agree with the actions for this sector?  | <input type="checkbox"/> Yes | <input type="checkbox"/> | <input type="checkbox"/> |

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.

Does 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?   No

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?   No

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.

Does 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?  Yes

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

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.

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.

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
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?	Yes
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.

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. 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.

Does 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?	Yes
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.

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.

Does the 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="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Yes		
Does the draft plan support community partnership in this sector?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Yes		
Does the draft plan support use of this sector by a wide range of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		No	
Will the plan ensure the natural environment continues to be protected and improved in this sector?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Yes		
Do you agree with the actions for this sector?		<input type="checkbox"/>	<input type="checkbox"/>
		No	

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. 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.



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 and 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.

19. Please add here any other comments or suggestions you have in regard to the Outer Green Belt Management Plan 2019.

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.

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