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TPG member organisations are listed in the footer on p.14

Trelissick Park Access from Oban Street Wadestown - Council Residents' and Users' Survey - Information/History

Abbreviations:

WCC Wellington City Council

GWRC Greater Wellington Regional Council

HPPA Highland Park Progressive Association

WRA Wadestown Residents' Association

TPG Trelissick Park Group

BotSoc Wellington Botanical Society

AA Abseil Access

CONTENTS

1. Summary (p.2)
 2. Trelissick Park (p.2)
 3. The Proposal (p.3)
 4. Reasons for Access (p.3)
 5. Issues Raised in 2016 Residents'/Users' Survey and by Residents (p.4)
- Appendix 1 - Background Information (p.5)
- Appendix 2 - History (p.10)

1. SUMMARY

For three frustrating decades, local community groups have advocated for a much-needed second access to Trelissick Park from Wadestown/Highland Park. This now appears close to fruition. A WCC residents' and users' survey is due to close on 29 October with a Council decision before Christmas. Here is the background, to assist survey participants, interested parties and Councillors:

Trelissick Park Restoration - Trelissick Park is a wonderful neighbourhood bush wilderness asset, being restored for ecological enhancement and for current and future generations. TPG volunteers have been heavily involved since 1991. Further details are in the Group's website and Facebook page.

Access Proposal/Issues - The access to Trelissick Park from Wadestown/Highland Park would be via a legal right-of-way between 112 and 114 Oban Street, implemented in collaboration with WCC. Similar pedestrian access close to houses is widespread throughout Wellington. Residents of Wadestown/Highland Park are poorly served, having only one entrance to Trelissick Park (from Hanover Street), compared with six entrances on the Ngaio/Crofton Downs side. However, the owners of the houses on either side of the legal right-of-way are opposed to such access. They have mustered opposition from some local residents and some in Council are sympathetic.

History - Advocacy for such access with WCC started in 1981 and the need for investigation of the access was included in the Council 1995 Trelissick Park Management Plan. When the WCC property at 112 Oban Street was sold, and after further advocacy, including from Cr Andy Foster, a legal right-of-way for access to Trelissick Park was included in 1999 between 112 and 114 Oban Street.

Since then, WCC has commissioned access investigations. Neither Fort Buckley nor Sefton Street were feasible options, leaving the Oban Street access. WCC's contention that this was not a practicable option eventually gave way to reluctant cooperation, though with conditions. WCC deemed it to be of "low priority". However, the 2015 Suburban Reserves Management Plan and the 2016 Open Space Access Plan require investigation of this access, so as this proceeds, a more collaborative element has emerged. WCC are trying to be even-handed in dealing with the conflicting issues of the wider community and the residents.

Current Situation - After such a long period of glacial progress and adversity, we are keen for the project to proceed without further delay. Already we have \$50,000 of donations towards a footbridge and we are confident in securing the remainder. We have a viable footbridge design and price estimate from Abseil Access. A widely canvassed residents' and users' survey by the community organisations in 2016 indicated 84% support. All the issues raised from the survey and by the residents have been addressed.

WCC Survey and Decision - Currently, WCC are conducting another residents' and users' survey - this time using the WCC's research team - a third party, so seen to be impartial. The survey is due to close on 29 October. The aim is for a Council decision on the project before Christmas 2018.

2. TRELISSICK PARK

Trelissick Park is bordered by the suburbs of Highland Park, Wadestown, Crofton Downs and Ngaio. It is located in and around the valleys of the lower Kaiwharawhara Stream and its tributary, Korimako Stream, and includes the Ngaio Gorge.

The Park occupies a pivotal position within the Kaiwharawhara catchment (stretching from Karori to Khandallah and down to the harbour), which has been recognised as a significant part of Wellington's natural heritage, with spectacular natural features of the rocky gorge landscape and a diversity of species and habitat. It acts as an ecological corridor between the harbour and Outer

Green Belt. It contains areas of original forest remnant. It is also an area of historic significance and protects the elements of land and forest essential to the Māori wairua or sense of well-being. In 2008 the Government signed a Deed of Settlement between the Crown and Taranaki Whanau ki Te Upoko o Te Ika, which covers this part of the stream.

The Park provides excellent sheltered walking opportunities within indigenous 'wilderness' bush setting along Kaiwharaha Stream and Korimako Stream, much of it relatively flat. The Park also comprises one of Wellington's largest off-leash dog exercise areas. The Park is closed to bikes.

The total area for the Park is 20.25 hectares. Parts of the Park adjoin the railway corridor (some leased to WCC) and others border Ngaio Gorge Road. Some owners off Hanover Street covenanted to the QEII National Trust their slopes down to the stream, so the land will remain in bush in perpetuity.

A map of the Park is available from the home page of <http://www.trelissickpark.org.nz/>.

Community volunteers have been engaged with bush restoration in the Park for decades - TPG since 1991. The website provides more information.

3. THE PROPOSAL

The track from Oban Street would descend steps across the road reserve and the legal right-of-way between 112 and 114 Oban Street into the Park, then zig-zag through the bush to the valley floor. A footbridge would be required by WCC across Kaiwharaha Stream to join the existing track system.

The existing track in the Park from the bottom of the legal right-of-way down to the stream used for pest animal/weed control would be completed by volunteer labour to Council track standards and approval. Some changes may be needed near the stream, depending on the final location of the footbridge.

Like the Hanover Street entrance and four of the entrances on the northern side, there would be no dedicated parking. It is expected that WCC would design, implement and fund the track access, landscaping and fencing from Oban Street past the houses, in consultation with the affected house owners. It is expected that this will cost in the region of \$15,000 - \$20,000, which could be reduced by using some volunteer labour.

The footbridge - according to WCC - would need to be funded from community contributions such as relevant charitable organisations and individuals. Based on AA's estimate and allowing for inflation and contingency it is expected that the bridge could cost about \$70,000, including GST but excluding consents. WCC will organise its consents, but any GWRC consents (c \$3,000 - \$4,000) would be organised and funded by TPG/HPPA/WRA. If a hydrologist's assessment is required, this could add at least another \$10,000.

Subject to a favourable outcome from the survey, the next steps will be to plan the track/bridge, estimate price, obtain funding, compile project plan for WCC sign-off, apply for resource consents, then project implementation.

4. REASONS FOR ACCESS

The Park is a wonderful neighbourhood asset with high usage by locals and visitors. However, currently the only access from Wadestown and Highland Park (the south side) is from the bottom of Hanover Street. There are six entrances from Crofton Downs, Ngaio, and Kaiwharaha Road.

The legal right-of-way goes down a grassy strip between the two houses. The owners of the houses are concerned about removal of trees on the road reserve, security, privacy and parking. These issues are addressed in Section 5 - along with other issues raised in survey responses and by the affected residents.

Besides increasing access for Highland Park/Wadestown residents and others, including walking groups, the proposal creates a new walking circuit combining the Oban Street and Hanover Street entrances with a bush and street walk, including access to amenities (cafes, public toilet, bus stops) in Highland Park and Wadestown. It would also provide a useful link to other tracks (e.g. Piwakawaka Track and tracks on the Te Ahumairangi section of Wellington's Town Belt) and to the City.

The opening up of this large, new and attractive part of the Park would be popular with all in the surrounding suburbs. The area is about 5 hectares of native bush-clad sloping/flat/riparian terrain. The track would also provide access for pest animal/weed control and native bush restoration. Subject to footbridge location, it may also provide access for KiwiRail.

5. ISSUES RAISED IN 2016 RESIDENTS'/USERS' SURVEY AND BY RESIDENTS

Steepness of Track - The existing track is currently benched for access to bait stations, mustelid traps and for weed control. It is no steeper than other tracks in the Park. WCC officers have indicated they are happy with the proposed route. Some finishing work will be required before it is made available for public use, such as steps at the lower end of the Oban St legal right-of-way and further benching, all to WCC track standards.



Removal of Trees on Road Reserve at Oban Street Entrance – A narrow unobtrusive set of steps from Oban Street down the road reserve to the legal right-of-way is proposed. The route needs to be discussed with the house owners, aiming to minimise or eliminate need for any tree removal. There would also need to be landscaping and planting enhancement, designed and implemented after discussion with the house owners. The photo, taken from the road and looking down to the grass at the upper end of the legal right-of-way, shows that it should be

possible to find a route with minimal effect on the existing trees.

Security/Privacy Concerns – Public tracks running beside/between houses are commonplace for Wellington - a unique pedestrian-accessible city. Some examples are shown in Appendix 1. The right-of-way is particularly close to the house at 112 Oban Street and there is concern about track users seeing into the bedroom window. This is addressed in the 'landscaping' section in Appendix 1, along with some suggestions for the arrangement of fencing or screening to achieve the desired security/privacy.

Parking Concerns – By analogy, parking is very limited near the Hanover Street entrance and at four of the entrances on the northern side, so people rarely park there to access the Park. For access from Oban Street we foresee pedestrians, rather than cars. Many people will use the new access for a round trip via Wadestown village, Oban Street, Trelissick Park and Hanover Street, so they could park anywhere along that route. People could also use a #14 bus service to and from the Park.

Off-Leash Dog Intrusions - A concern of the affected residents is intrusions by off-leash dogs. However the WCC map [shows](http://wcc.maps.arcgis.com/apps/Viewer/index.html?appid=ae7059077a644862aaa7ed9686dc95) the off-leash areas to be along the valley floor and not in the vicinity or below the Oban Street houses - see:

<http://wcc.maps.arcgis.com/apps/Viewer/index.html?appid=ae7059077a644862aaa7ed9686dc95>

It is suggested that the track entry at Oban Street includes a sign reminding dog owners to keep their dogs on-leash down all of the track. In case some do not abide by this requirement, the fencing in the vicinity of the houses will need to be dog-proof.

Environmental Disturbance – The issue of users of the track disturbing bird life in the vicinity and destroying the wilderness habitat was raised in a few survey responses. The main concern will be the effect on fledglings from any dogs out of sight of owners. However, the following applies:

- Dogs are required to be on-leash (see item above), so disturbance should be negligible.
- If any dog owners do not abide by the on-leash requirement and wander 20 m off-track, the affected area would be around 15% of the total area of the slopes below Oban Street.
- The fledgling season is limited to summer.

Furthermore, the track will provide access for pest animal/weed control and tree planting in a large area of the Park that has been completely neglected in the past. Thus we foresee an improvement of the wilderness habitat/bird life. This has occurred elsewhere in the Park as tracks have been opened and developed and pest animal/weed control and tree planting are carried out. An environmental assessment is covered separately later in this document.

New Route to City – We support the comments made in some of the previous survey responses that the track could provide an interesting new route to the City from Ngaio/Khandallah, thus improving residents' exercise possibilities – as being encouraged by WCC. Some Ngaio residents already use the Hanover Street route across the Park to the City.

APPENDIX 1 - BACKGROUND INFORMATION

(Route/landscaping at upper end, Footbridge, Environmental effects, Other examples in Wellington)

ROUTE/LANDSCAPING AT UPPER END

The aerial photo-map below shows the lower end of Oban Street (at bottom), with L - R: 114, 114's garage, the legal right-of-way, 112 and 110. The Road Reserve for 110/112 includes a car-deck.



The legal right-of-way is very close to the house at 112 Oban Street. When WCC owned the house pre-1999, the property boundary with 114 ran about midway down the grassy strip (photo below).

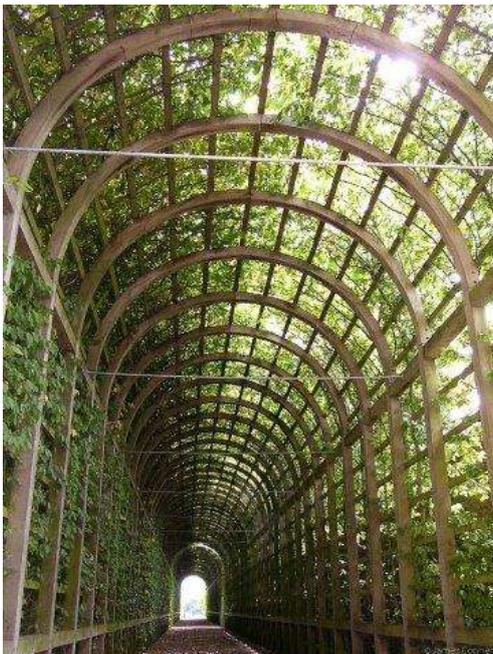
When the 1.5 m right-of-way was surveyed, it was put up against 112's side of the original boundary between 112 and 114, hence the closeness to the house of 112. However, the above photo-map gives the wrong impression of closeness of the right-of-way, as the roof overhangs by about 600 mm, meaning that the edge of the right-of-way is about 1 m from 112's house wall in



the region of the bedroom window. With a 1.8 m high fence, it would be possible for track users to see into the bedroom window. Options to prevent this, such as higher fencing in that area, no-maintenance pergola, one-way glass, would need discussing.

The proposed location for the entrance is in the middle of the photo from the street. There would need to be a set of steps, with handrails, leading through the bush to emerge at the upper end of the grassy strip (right-hand photo above). In this photo, the middle of the 1.5 m wide legal right-of-way goes directly up towards the power pole.

The steps/track through the bush on the Road Reserve should be as narrow as possible, to minimise effect on the bush. Some branches would need trimming and it appears that very few trees would need to be removed. After installation some restoration planting would probably be needed.



Fencing to agreed height would be provided on both sides of the legal right-of-way. One attractive option is a woven design; another possibility is for an pergola with dense climbers - see photos.

Another option is for a green wall, for example:

<http://www.tvn.co.nz/twining-valley-home>

<http://greenair.co.nz/green-walls> <http://readyleaf.co.nz/>.

At the lower end of the right-of-way, a short set of steps would be required before the track crosses the Park boundary.

Two possible landscaping firms, who carry out design and implementation are:
<https://www.allworks.co.nz/> and <http://www.moorevalleylandscaping.co.nz/>.

The landscaping and fencing options need to be discussed with the affected owners of 112 and 114 Oban Street before proceeding.

FOOTBRIDGE OPTIONS

In May 2016, AA proposed a location for the footbridge across Kaiwharawhara Stream 80 m upstream of the debris trap. Following the recent destructive stream flows from heavy rain, some concerns are listed below.

- This is where a seat bench on the stream bank succumbed when the bank collapsed a few years ago
- It is just downstream of where two gabions fell into the stream and another subsided in November 2016
- Climate change will bring about more extreme rain/flooding events.

The bottom of the suspension bridge proposed by AA is 3.2 m above the stream bed. 2 m flood height is not uncommon. There would be a risk of branches from floating trees impacting and damaging the bridge.

To obtain GWRC consent, a crossing close to the stream would need a hydrology assessment by an engineer and probably stream bank erosion protection - expensive. Two less risky options have been examined. Location is subject to AA agreement.

Option 1 - From Grassy Area 350 m Upstream of Debris Trap

Three options have been considered - two discussed here. The preferred option is from the grassy area (opposite where the Forest Remnant Track emerges) across to a river terrace in the vicinity of the gabions that line the opposite bank - photo below. The true left grassy area is about 5 m above the stream bed and the true right terrace about 3 m above the stream bed. There is solid rock behind the true right terrace, good for anchoring the bridge cables. This location should allow the underside of the bridge to be 5 m above the stream bed. The bridge length would be about the same as AA's original proposed suspension bridge.

A hydrology assessment may not be necessary as part of the GWRC consent because bridge



foundations are well away from the stream banks on both sides.

A further advantage of this option is the large flat grassy area on the northern side, next to the vehicle track - ideal for construction activities and storage.

Of the options considered, this one has the lowest visual impact.

From there it is a surprisingly easy/pleasant walk downstream along the true right of the stream along a shelf at the forest edge for about 150 m, then up an easy slope averaging less than 30° to reach the existing pest

control track, about half-way up to Oban Street. There is one steeper section, which may need steps.

Subject to examination by AA, this option provides easy construction access, low visual impact, low stream risks and the opening up of a pleasant, new streamside walk. (Note that AA are already familiar with this area, having built a temporary bridge just upstream in mid-2017 to repair a large railway corridor slip).

Option 2 - 200 m Upstream of Debris Trap

The stream narrows 200 m upstream of the debris trap under a bluff above the vehicle track. The true left bank is protected by large rocks. The true right bank has a slope behind the narrow riparian shelf. A solid bridge could span the stream here, but would need steps so that the underside is elevated enough to avoid risk of branches from floating trees impacting and damaging the bridge.

This would connect easily to the existing pest control track nearby.

A hydrology assessment would be necessary, as part of the Regional Council consent.

There is limited room beside the vehicle track for construction activities/material storage.

ENVIRONMENTAL EFFECTS

Footbridge

The footbridge across this part of Kaiwharawhara Stream would be a simple structure, with footings/attachments into the ground at either end.

The location and height of the proposed bridge would be designed so that it will not inhibit flows in flood events. The bridge footings/fastenings at either end would be located on stable ground well back from the stream banks. The highest observed flood level of the stream is 2 m above normal level as a result of fast stormwater runoff from the 20 km² urban catchment. Floating parts of trees carried down by flood water sometimes have protruding branches, so a margin has been added for this. The bottom of the span at the centre would be at least 5 m above normal stream level.

Machinery would be used well beyond the stream banks - northern end: crane, vehicles, light tractor, drill/auger, hand tools; southern end: drill/auger, hand tools. No machinery would be required to cross the stream or be used in the stream bed.

The earthworks would comprise drilling into the ground for the footbridge footings/attachments. This will not affect natural soil structure, stability, flood flows, or natural drainage patterns.

Excavated material from drilling for the bridge footings/attachments would be minimal. For the northern end footings/attachments, the material would be removed from the site. For the southern end, the material would be stockpiled securely on the adjacent forest floor, more than 3 m above normal stream level, for later use with track access construction

Sediment would be retained within the building platform so that it is not able to enter the stream. Any dust as a result of drilling the footings would be localised and short-term.

During construction, it would be necessary to carry material and equipment across the stream to the south end of the footbridge site. This would be hand-carried. Holes there would be dug by hand or by hand auger. Any disturbance to sediment and invertebrates due to crossing by foot would be negligible.

Construction material would be stockpiled on the adjacent flat areas.

Concrete would be used for the footings/attachments, but would not enter the stream.

The bridge would be within an area of mature trees and visual effects are minimal.

Minimal vegetation would be removed. TPG would plant around the bridge once it has been constructed to soften the visual impact of the structure.

Although the stream bed is one of the areas referred to in the 2008 Deed of Settlement between Taranaki Whanau ki Te Upoko o Te Ika and the Crown, the footbridge crosses above the stream and has no effect on it.

Track

The existing pest control track from Oban Street down to the valley floor would be upgraded to WCC track standards. Some new sections of track would be required to connect with the bridge. Most of this is within the forest, the route selected to minimise effect on vegetation/trees. Some of the track would be on sloping ground, requiring minor excavation.

Estimated maximum usage is 12-13 persons per day, based on observations for usage of the track from Hanover Street, which is also from Wadestown. Some of these may be accompanied by off-leash dogs - despite the requirement is for dogs to be on-leash down to the valley floor. A new track does not necessarily increase usage of the Park - the effect could be to spread out the usage.

The new access will allow pest animal and weed control and tree planting in a large area of the Park that has been completely neglected in the past, improving the effect on the environment. Some streamside restoration work has involved volunteers crossing the stream.

The net effect on bird/animal/insect life is not expected to be significant.

IMPLEMENTATION

The contracts for the upper level track/steps, landscaping/fencing and for the bridge would be in WCC's name. WCC would project manage the work.

Track work within the Park would be by volunteer labour, to WCC agreement/standards.

Consents may or may not be notified.

All structures would be maintained by WCC. The bridge would nominally have a 25-year life. It would require annual inspection.

EXAMPLES OF OTHER ENTRANCES NEAR HOUSES

Clockwise from left: above Collingwood Street, Ngaio; from Thatcher Crescent, Crofton Downs; from John Witton Drive, Chartwell.



APPENDIX 2 - HISTORY

1981-1999 - Initial Steps, Track Investigation, Land Transfer, Legal Right-of-Way

WCC: Mayor Blumsky, Cr Andy Foster, Garth Nixon, Jay Davison

TPG: Frances Lee

WRA: Keith and Margaret Maynard

HPPA: Ian Shearer, Dorothy Douglass

BotSoc: Chris Horne

October 1981 - A request for a track from Oban Street into Trelissick Park was raised in WRA's submission on the WCC Draft Trelissick Park Management Plan of October 1981.

15/7/94 - TPG to Garth Nixon - Follow-up of the above 1981 request (TPG was formed in 1991). Meeting suggested.

17/8/94 - Jay Davison to Frances Lee - Agreed to a meeting and need for investigation. "The land in question has been flagged by Culture and Recreation for possible acquisition to facilitate this access."

1995 WCC Park Management Plan Section 3.7 - "Additional pedestrian access into the park from Oban Street in Highland Park, Crofton Downs and Wadestown shall be investigated."

1995 Sketch Map by Chris Horne in conjunction with Keith and Margaret Maynard - Shows possible route from Oban Street traversed by Garth Nixon (upper section) and Keith and Margaret Maynard (lower section).

20/6/96 - WCC Report to Mayor Blumsky - 'Disposal of Council Property' including 112 Oban Street Lot 2 and Part Lot 3: "dwelling and steep vacant land" [going down to the valley floor].

10/7/96 - WCC Minutes - 20 June recommendation adopted.

19/8/96 memo to Councillors from Cr Andy Foster - Requests revisit the above disposal because "...of the Trelissick Park Management Plan, which indicates that this land was perceived as a 'potential addition' to the park. [He attached a map showing Lot 2 and Part Lot 3]. I doubt that the intention was ever to include the house/residential site but the Conservation Site [Part Lot 3] is clearly perceived in the plan as an appropriate addition to the park."

30/10/96 - Frances Lee memo to WCC Chairman, Finance and Corporate Committee - "The Group is most concerned over the possible sale of this property [112 Oban Street] and strongly request Council to withdraw it from the approved list...All that we could agree to would be the sale of the house with its immediately surrounding land, giving most of the property to Trelissick Park as planned."

An un-dated hand-written comments by Keith and Margaret Maynard expressed similar concerns about the sale.

11/11/96 - Report to Mayor Blumsky and Community, Culture and Recreation Committee from Cr Andy Foster - Recommended that WCC revoke the 10 July adoption regarding Part Lot 3 and that this land be added to Trelissick Park and given reserve status.

19/11/96 - Report to Mayor Blumsky and Community, Culture and Recreation Committee from Property Manager - Recommended 11 November report from Cr Andy Foster. In addition it recommended "a pedestrian access way will be established linking Oban Street with Trelissick Park."

18/12/96 - "Three submissions and a statement in support of Council retaining land at 112 Oban St to provide access from Highland Park and Wadestown and as an expansion of Trelissick Park" - from Frances Lee, Ian Shearer/Dorothy Douglass and Chris Horne, supported by Keith and Margaret Maynard. Adopted at Council meeting.

20/12/96 Western News: 'Trelissick Park victory' - "A council meeting on Wednesday night decided to put on hold the sale of the site at 112 Oban St, Wadestown."

February 1999 Deposited Plan No. 87316 'Lots 1 and 2 Being a Subdivision of Lot 2 and Part Lot 3 DP3932' - Shows Lot 1, adjoining Oban Street (was Lot 2), the legal right-of-way beside Lot 1, leading to Lot 2 (was Part Lot 3) - now part of Trelissick Park.

5/5/99 - Certificate of Title - for transfer of Lot 1 DP 87316 to Genevieve Hancock (the current owner of 112 Oban Street, who rents out this property).

At the time of purchase, Genevieve Hancock should have been aware of the legal right-of-way shown on DP 87316. (However, the owner of 114 Oban Street, Clive Litt, purchased his property before the legal right-of-way was established).

2000-2011 - Investigations, Advocacy Problems

WCC: Paul Andrews, Mike Oates, David Halliday, Amber Bill

TPG: Peter Reimann, David Grace

HPPA: Dorothy Douglass

BotSoc: Chris Horne

May 2003 'Proposed New Track from Wadestown to Trelissick Park - Feasibility Study for WCC by Julia Williams, Landscape Architect, In conjunction with Chris Horne. This studied options for access down to the valley over the Johnsonville railway line tunnels from Fort Buckley and Oban Street. It recommended the Oban Street access.

11/3/05 - Mike Oates to Dorothy Douglass - In response to a query on proceeding with access: "...access to Ngaio Gorge and Trelissick Park is not a priority for Council. At present our focus is on the implementation of the priorities as set out in the Open Space Access Plan."

WCC 2007-2008 Open Space Access Plan - In their submission, TPG advocated for Park access from Oban Street. The owners of 112 (Genevieve Hancock) and 114 (Clive Litt) advocated against, on privacy and security grounds.

Around 2009 - Benching of Track by TPG - To allow access for pest animal control.

2009 - Comments from David Halliday to David Grace - The access was rated low on WCC's Management Plan. No funding for 3 years. Doubts were raised about parking, hillside stability, steepness, high cost of bridge. He would look at it if TPG raised the money.

2009 'Review of proposed Trelissick Park access via Oban Street' by an engineer (not identified) for WCC (David Halliday?) ... "not a practicable option" ("The bridge would be very expensive and erosion prone. The stream side walk would have ongoing erosion problems and not be sustainable. The access onto Oban Street would make the public feel they were entering private land and any 'alleyway' construction would be unappealing. The location of the Oban Street access would result in low user numbers.") [Refer to Section 6 for addressing these].

26/4/10 - Paul Andrews to David Grace - (This followed an approach by David Grace to Cr John Morrison). Further consultation work may be needed, due to objections to this proposed track by affected residents as part of the Open Space Network Plan. He also provided various conditions for track work by volunteers and feedback from David Halliday (see above 2009 comments).

2010 letter-box survey (accompanying HPPA newsletter) - Opinions of local residents for a track from Oban Street: 56 questionnaires returned, 54 positive replies.

14/4/11 - Peter Reimann to Amber Bill - "Progress has again stalled, so we are seeking your help to overcome this".

15/4/11 - Reply from Amber Bill - Expressed some concerns about the practicability and usefulness of the entrance, removal of roadside vegetation and feasibility and affordability of the bridge at the bottom. Meeting suggested.

20/7/11 - 'Trelissick Park Track Feasibility Study' by Jonathan Kennett for WCC - This considered access from Sefton Street instead of proceeding with Oban Street. "Overall, we would not recommend building a track on such steep terrain unless there were substantial benefits to be gained."

11/8/11 - Peter Reimann to Amber Bill - Requested a meeting concerning mitigating ideas about getting from the street past the houses.

19/8/11 - Meeting WCC/TPG/HPPA - WCC says a funding plan is needed before WCC approach the house owners.

3/10/11 - Amber Bill to Peter Reimann - WCC employed an engineering company who gave a bridge estimate of \$136,618 + GST. Amber said thoughts are needed on securing the funding before engaging with the residents.

10/10/11 - Peter Reimann to Amber Bill - TPG considers the bridge cost a gross over-estimate. Questioned the need for a bridge anyway - warning signs could be used and the stream is nearly always only inches deep. Reply: WCC needs certainty that there will be a bridge (health and safety), before a track happens. WCC would be happy for TPG to obtain another estimate.

2012 - TPG investigated bridge options.

2014-Present - On-going Advocacy Problems

WCC: Paul Andrews, Amber Bill, Mike Oates, Tim Harkness, David Sole, Myfanwy Emeny, Cr Andy Foster, Catherine Taylor

TPG: Frances Lee, Peter Reimann,

HPPA: Ian Shearer

WRA: Jenny Lewis

BotSoc: Chris Horne

Walking Access Commission: Chris Ward

Property owners on Oban St: Genevieve Hancock (#112), Clive Litt (#114)

30/11/14 - Peter Reimann to Paul Andrews - TPG needs access past the houses at 112/114 Oban Street for bait station/trap servicing and WCC for pest weed control.

22/4/15 - Amber Bill advised of the owners' agreement on access via the steps under 112's car deck with the proviso of a prior email. The prior email was not agreed by TPG (there is no restriction of access across the road reserve and legal right-of-way).

28/4/15 - Peter Reimann to Amber Bill - Suggestions and Wellington precedents on access past houses. Precedents on bridgeless stream crossings. Meeting requested.

27/5/15 - Meeting of TPG with WCC - WCC insists on a privately funded bridge before proceeding. TPG still perplexed about the need for a bridge (eg children often play in the stream): Trelissick Park is a 'minefield' of safety hazards.

WCC Suburban Reserves Management Plan 2015 - Provides a guideline for outdoor recreation opportunities: "600 metres or a 10-minute walk to one or more neighbourhood park, play space, or other outdoor recreation opportunity such as a track link". The proposed new track would fulfil this guideline for many residents in lower Wadestown/Highland Park.

7/5/16 - Suspension bridge - Following a query from Frances Lee in January 2015, a suspension bridge proposal and estimate (\$52,750 + GST) was provided by AA. This excluded consenting costs.

12/5/16 - Tim Harkness to Peter Reimann - Set out requirements before agreement to proceed (see 30/5/16 below).

30/5/16 - Meeting TPG/HPPA/WRA with WCC - Project Plan agreed, including residents' survey, price estimates, plan entrance arrangements, hydrology assessment (if required), committed funding, project plan for WCC agreement, resource consents, implementation/project management, environmental assessment, project timeline.

November 2016 - A further survey was carried out by HPPA/TPG/WRA. This canvassed a much wider area than the previous survey. Result = 84% support. A copy of the survey report is on <http://www.trelissickpark.org.nz/Newsletters/TrelissickPark%20ObanStreet%20survey.pdf>.

Late November 2016 - Community meeting at Le Maquis cafe in Wadestown - opposition and criticism of survey from owners of 112 and 114 Oban Street. Some opposing comments from others, largely on environmental grounds.

27/3/17 - HPPA/TPG/WRA to Tim Harkness, copied to local Councillors - Report on the survey outcome and comments on issues raised in the survey comments and at the community meeting (see 'Issues' Section 5).

14/5/17 - Peter Reimann to Tim Harkness - Circulated for comment the aspects and steps to be followed and cleared, with the aim of getting provisional agreement to proceed with the project.

30/6/17 - David Sole (temporary replacement for Amber Bill)

"With the level of disquiet about the project (and support for it!) we propose to seek approval for a further consultation to be undertaken along the lines of that for Polhill Gully. The brochure is attached for your information. Myfanwy Emeny and I have met with Genevieve Hancock and Clive Litt...in principle they will abide by the outcome of that process.

"As soon as we have a plan in place we will advise TPG. While it does mean further delay it also means that we can arrive at a definitive decision about the future of the project.

"I do reiterate that Council officers continue to see this project as not being a high priority for the City."

1/8/17 - Peter Reimann to Myfanwy Emeny - TPG will prepare a draft consultation document along the lines of the Polhill Gully one, to assist WCC (sent 6 August).

Meeting 3/8/17 Myfanwy Emeny/Mike Oates with TPG/HPPA/WRA - The procedure now is for TPG/HPPA/WRA to make a formal application to Myfanwy to allow Council public consultation for access from Oban Street to be in the Open Space Access Plan. This formal application goes to all Councillors for approval (sent to Myfanwy 6 August).

11/8/17 Myfanwy Emeny to Peter Reimann - "Thank you for your application for the track from Oban Street into Trelissick Park. This is consistent with action 10.1 in the [2016] Open Space Access Plan 'Investigate a new track link into Highland Park to provide a second park entrance from Wadestown. Oban Street is the most likely route for a connection.' As this action has already been approved by Councillors, we will assess your application against the criteria in the Open Space Access Plan and can progress with consultation."

"After consultation, a paper with recommendations will go back to Council for a final decision."

6/11/17 - Myfanwy Emeny to Peter Reimann

"Council officers finally met with Clive and Genevieve last week to discuss their views of the proposed consultation. This was with myself [Myfanwy Emeny], Mike Oates (now with the engagement team) and Cath Taylor (from the research team).

"To ensure that the decision made as a result of the consultation isn't up for review, we need to engage all parties carefully with the process. They want to ensure that their views are fairly represented.

"The next step is to take Cath Taylor out to see the proposed access into the park, and have her complete a draft of the survey questions.

"Those questions would then be given to the Trelissick Park Group and Clive and Genevieve for initial feedback. We will be using the information that you have kindly provided to form the basis of the consultation documents. These will also go back to interested parties before being finalised."

27/11/17 - Peter Reimann to Genevieve Hancock and Clive Litt (copied to Myfanwy Emeny)

"Attached is Rev. 5 of our draft consultation document...

"Please note that:

- This addresses all the issues raised by dissenting people during the survey [...]
- The bridge options remove worries about the stream banks and height [...]
- Already HPPA's trust fund for donations has accumulated \$50K, more being sought.

"I have just sent this to WCC. I understand they are looking at the arrangement down the Road Reserve and legal right-of-way in conjunction with yourselves. They are also preparing draft public consultation questions/documentation based on our draft. Myfanwy Emeny says this would be reviewed by you/us before finalising. Looking forward to any comments."

28/11/17 - Myfanwy Emeny to Peter Reimann

"Thank you for the additional information. Cath Taylor is working on the survey questions at the moment. While I really appreciate all of the work you have put in to your document, the final WCC one needs to have a very balanced view so everyone can agree with whatever the outcome is. I'm not sure what format those final consultation documents will take, but as you said I will share draft versions with both yourselves and Clive and Genevieve when they are ready."

13/12/17 - Peter Reimann to Ian Shearer - "At the WCC Parks Christmas party yesterday, Myfanwy Emeny said that the contract for Catherine Taylor has been extended and she is working on the consultation documentation. Myfanwy says her programme is for the consultation to be all done within the next 6 months."

9/12/17 - Lindsay Shelton (Wellington Scoop) to Peter Reimann

Published this morning.

<http://wellington.scoop.co.nz/?p=105556>

Extract: "There has also been long-standing reluctance by some within the Wellington City Council to proceed with the project. This is surprising, because public tracks running close beside/between houses are commonplace in Wellington – a unique pedestrian-accessible city."

Late December 2017 and Subsequently - Tree prunings block track entrance at bottom of legal right-of-way, impeding TPG pest animal control access. These were not deposited by WCC or volunteers associated with the Park.

5/2/18 - Cr Andy Foster to Peter Reimann (after his discussion with Myfanwy Emeny): "That survey is to go out in late Feb/early March with the aim of having all feedback in and analysed by April.

5/4/18 - Myfanwy Emeny to Peter Reimann - "Our consultation needs to happen after the Long Term Plan consultation, which means that the survey will go out in mid-May."

19/4/18 - Meeting with WCC's Myfanwy Emeny/Cath Taylor and TPG/HPPA/WRA - "WCC hope for the survey to go out at the end of May."

"Notes on meeting:

- Attendees: Myfanwy Emeny, Cath Taylor, Ian Shearer, Jenny Lewis, Peter Reimann.
- It will be another survey, but this time conducted by WCC - an impartial third party. WCC will use experience from their recent surveys, such as Polhill, Cummings Park and Island Bay cycleway. It will also draw on material from HPPA/WRA/TPG's recent survey report and consultation document draft.
- The survey will include imaging from the street, down the Road Reserve and past the houses.
- Invitations to participate will be to affected parties in the area up to Wadestown Road/Lennel Road (letter drop?), also by a sign at each Park entrance (to catch users), flyers, from libraries, local shops, Neighbourly website(?). There would be a link so that people can forward the invitation to their friends/others or to put in newsletters/websites.
- WCC have consulted with the owners of 112 and 114 and they agree with the above approach and will abide by the survey outcome.
- WCC aim to have the draft (possibly without the imaging) ready for comment by mid-May.
- WCC hope for the survey to go out at the end of May.
- The three local councillors will need to be involved (when?).
- The results of the survey will have to go through Councillors.
- HPPA/WRA/TPG could advocate for WCC funding for the entrance and track down the Road Reserve past the houses in the 10-Year Plan (not currently in the draft). Advocacy for more park/reserve maintenance funding would not go amiss."

6/6/18 - Myfanwy Emeny to Peter Reimann - "Unfortunately Cath isn't well, but I will follow up with her as soon as she's back at work. I talked to her manager today."

7/6/18 - Response from Ian Shearer to Peter Reimann/Frances Lee/Jenny Lewis/Chris Ward

"I report that I gave councillors an update on our community desire to achieve the new track during our (HPPA) oral submission to WCC 10-year plan... Councillors from across the city were staggered that we (the community) had been waiting since 1981 for this track, [after] it was first added to the [Park Management Plan].

I reported that the community had accepted that we (the community) would have to pay a significant part of the costs for the new bridge, AND that we already hold \$50,000 of that amount in our bank account and on reserve for this project. All we need before we could raise the rest of this money was Council approval and agreement that if we can raise the money then the project would be built (to WCC standards) and that WCC would adopt the structure and track as part of the WCC assets in Trelissick Park.

"Many councillors expressed that they were staggered at the community offer to pay and asked why there was a delay. Cr Dianne Calvert [said] that a consultation was under way."

10 July 2018 from Myfanwy Emeny to Frances Lee (prior to a meeting with MP Greg O'Connor) - "I haven't managed to catch Cath so don't have an update for you. So the message is still that we are working through the survey and ensuring the neighbours are on board with the questions and whatever the outcome will be."

Late July - Early August 2018 - The above frustrations and delays were taken up with WCC's Assurance Office, at a meeting on 31 July, with WCC's Ian Hunter and Ian Shearer/Jenny Lewis/Chris Horne/Frances Lee/Peter Reimann. A WCC draft of the survey document was promised for 3 August, duly received. Comments sent to Myfanwy Emeny/Catherine Taylor/Ian Hunter on 6 August 2018.

8 August 2018 - Meeting with WCC's Myfanwy Emeny/Catherine Taylor and Jenny Lewis/Chris Horne/Frances Lee/Peter Reimann - Survey questions reviewed. WCC will discuss the survey questions with the owners of 112/114 next week. Imaging and map to be completed.

Revised timeline:

- Mid-September: Survey advertised
- Mid-October: Survey closing date
- 1 week later: Survey analysis completed
- Myfanwy will then write a survey report, with recommendations for a Council meeting.
- Before Christmas: WCC decision on the project.