



ASSETS AND SERVICES COMMITTEE

Agenda

NOTICE OF MEETING

Due to COVID-19 restrictions this meeting will be held via video conference and live-streamed to our [YouTube channel](#). All members participating via video conference will count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. The meeting will be held on Wednesday 27 October 2021 at 9:00am and will be public except for any items specifically noted in the agenda as being for public exclusion.

MEMBERSHIP OF THE COMMITTEE

Councillors Brian Jephson (Chair), Garrick Emms, Rebecca Fox, Pip Maynard, Alistair Plimmer, Ross Vickery and Mayor Alex Beijen.

Open Section

A1. Apologies

A2. Conflicts of interest

A3. Public participation

As per standing order 14.17 no debate or decisions will be made at the meeting on issues raised during the forum unless related to items already on the agenda.

A4. Actions from public participation

A5. Extraordinary business

A6. Minutes for Confirmation:

Pages 1-6

Assets and Services Committee Minutes of 1 September 2021

Proposed Resolution: *That the minutes of the Assets and Services Committee meeting held on 1 September 2021 are a true and correct record.*

B. Decision Reports

B1. Martinborough Pump Track

Pages 7-61

B2. Greytown Play Space/Wheels Park

Pages 62-76

B3. Five Town Trails Master Plan

Pages 77-208

C. Information and Verbal Reports from Chief Executive and Staff

- C1.** Partnership and Operations Report Pages 209-242
- C2.** Action Items Report Pages 243-249

D. Public Excluded Business

- D1.** Lake Ferry Holiday Park Update and Options Review *Distributed separately*

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Report/General Subject Matter	Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1) for the passing of this Resolution
Lake Ferry Holiday Park Update and Options Review	Good reason to withhold exists under section 7(2)(a), section 7(2)(g), section 7(2)(h) and section 7(2)(i)	Section 48(1)(a)

This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1) for the passing of this Resolution
The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons.	Section 7(2)(a)
The withholding of the information is necessary to maintain legal professional privilege	Section 7(2)(g)
The withholding of the information is necessary to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.	Section 7(2)(h)
The withholding of the information is necessary to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	Section 7(2)(i)



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kia Reretahi Tātau

ASSETS AND SERVICES COMMITTEE

Minutes from 1 September 2021

Present:	Councillors Brian Jephson (Chair), Garrick Emms, Alistair Plimmer, Ross Vickery, Mayor Alex Beijen and Councillor Rebecca Fox (from 11:57am until 12:25pm).
Non-member Participation:	Cr Pam Colenso
Officers in Attendance:	Harry Wilson (Chief Executive), Tim Langley (Roading Manager), Karen Yates (Policy and Governance Manager), Katrina Neems (Chief Financial Officer), and Suzanne Clark (Committee Advisor). Wellington Water: Jeremy McKibbin, Gary O'Meara, and Adam Mattsen. Greater Wellington Regional Council: David Boone Community Boards: Mel Maynard (Martinborough Community Board Chair), Ann Rainford (Greytown Community Board Chair).
Public Forum:	Daphne Geisler, Don McCreary, and Lee Carter.
Conduct of Business:	COVID-19 restrictions required this meeting to be held via video conference as elected members and members of the public were not permitted to be physically present. All members participating via video conference count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. This meeting was live streamed to Council's Youtube channel. The meeting was held in in public under the above provisions from 10:00am to 12:55pm except where expressly noted.

Open Section

A1. Apologies

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/130) to receive apologies from Cr Rebecca Fox and Cr Pip Maynard.

(Moved Cr Plimmer/Seconded Cr Emms)

Carried

A2. Conflicts of Interest

There were no conflicts of interest declared.

A3. Public Participation

Ms Geisler requested the Committee put a methodology for road stopping in place, requested clarification on what Hinekura Road remedy recommendations would be carried out within budget, requested that the three waters reform workshop be recorded and be made available online, and queried budget and project management details of the Greytown Wheels Park Project. Ms Geisler noted that a Waihinga Project Lesson's Learned report and project dashboards were not included in the agenda documents.

Mr McCreary noted the Hinekura Road submission he gave to the Martinborough Community Board. Mr McCreary noted substantial ground movement in 2020 and requested that it be noted in the report that there was no correction work undertaken in the summer of 2020. Mr McCreary sought assurances that the remedial work as suggested in the Council report would be undertaken in summer 2021 and that a project timeline be set and that completed works be reported.

Mrs Carter believed that none of the options identified for the Bidwills Cutting and Moiki Road intersection solved critical safety issues due to a blind spot and a hump in Bidwills Cutting Road. Mrs Carter believed a stop sign would be better than a give way sign, suggested passing lanes were needed on Bidwills Cutting Road, and was not in favour of a traffic island due to heavy machinery use of the road. Mrs Carter requested Council invest in Moiki Road to ensure it remained viable. Mrs Carter felt that street lights wouldn't be appropriate at the intersection to South Wairarapa's Dark Sky status.

A4. Actions from Public Participation

Mr Wilson hoped to make the Waihinga Centre Lessons Learned report available at the next Council meeting.

A5. Extraordinary Business

There was no extraordinary business.

A6. Minutes for Confirmation

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/131) that the minutes of the Assets and Services Committee meeting held on 7 July 2021 are a true and correct record subject to the 1920's date in the B1 section being changed to the 1890's.

(Moved Cr Vickery/Seconded Cr Plimmer)

Carried

B Recommendations from Community Boards

B1. Recommendation from Martinborough Community Board

Ms Maynard spoke in support of pedestrian crossing safety as well as symmetry around Martinborough Square, a temporary round about at the intersection of

Kitchener and Princess Streets, and increased communication to residents about work being undertaken on Hinekura Road.

Members discussed the upcoming speed review and potential speed limits around schools and development of a wineries cycle track.

Mr Wilson advised that Council officers can action a number of the Community Board recommendations without a recommendation to Council and that Council officers would investigate moving signs outside Martinborough School as part of the speed limit review process.

Mayor Beijen undertook to raise the proposed round about at the Regional Transport Forum but noted delayed budget availability for low risk works.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/132):

1. To receive the Recommendations from Martinborough Community Board Report.

(Moved Cr Plimmer/Seconded Cr Emms)

Carried

C Decision Reports

C1. Intersection and Pedestrian Improvements to Bidwills Cutting Road

Ms Rainford expressed concern that the Greytown Community Board and the community had not been consulted on footpath plans to connect Five Rivers Medical Centre to the existing footpath network.

Members noted the urgency to move forward as the Centre was due to open, officers' commitment to engage with interested parties, that project funding would not impact rates, and that officers would engage with Waka Kotahi as required regarding increased traffic volumes at the State Highway 2 intersection.

The Moiki Road safety issues raised in the public forum were acknowledged and the improvements as outlined in the report would enhance safety within available budgets.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/133):

1. To receive the Intersection and Pedestrian Improvements to Bidwills Cutting Road Report.

(Moved Cr Plimmer/Seconded Cr Jephson)

Carried

2. To recommend to Council that the option shown on Plan C01 Bidwills Cutting Road Improvements Pedestrian access and safety improvements to Five Rivers Hospital be accepted.

(Moved Cr Jephson/Seconded Mayor Beijen)

Carried

3. To recommend that a budget of \$226,000.00 of works as identified on Plan C01 be approved and funded from the Infrastructure Reserve Fund.

(Moved Cr Vickery/Seconded Mayor Beijen)

Carried

C2. Road Stopping and Sale, Humphries Street Greytown

Members discussed the property valuation process and progressing the development of a Road Encroachment and Sale Policy.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/134):

1. Receives the Road Stopping and Sale, Humphries Street Greytown Report.
(Moved Cr Jephson/Seconded Mayor Beijen) Carried
2. Notes that officers have assessed the application and public notification of the proposal to stop the road in accordance with Schedule 10 of the Local Government Act 1974 will commence following lodgement of the Survey Office plan with LINZ.
3. Notes that officers will report to the Committee on the outcome of the process and for any recommendation to Council to proceed with the road stopping and sale of the section of legal road adjacent to 23 Humphries Street.
4. Notes that officers are developing a Road Encroachment and Sale Policy alongside processing the 23 Humphries Street road stopping and sale application.
(Moved Mayor Beijen/Seconded Cr Jephson) Carried

D Information and Verbal Reports from Chief Executive and Staff

D1. Hinekura Road Erosion and Landslide Remediation Report

Members noted that Hinekura Road had been opened up to heavy traffic as well as light traffic.

Cr Plimmer left the meeting at 11:30am.

Cr Plimmer returned to the meeting at 11:31am.

Mr Boone outlined the proposed works to manage Hinekura Road noting that the affected landowner was agreeable to works progressing and that the sequence of activities was seasonally dependant.

Mr Wilson advised that Council's share of the cost for the proposed work was being undertaken within existing budgets. Council officers would liaise with the affected landowner to schedule work, and continue to keep the wider Hinekura community informed of progress. Community meetings would be considered.

Members requested a timeline for works be developed for residents.

Members discussed long term options should management of the landslide fail.

Members noted an error in the report under paragraph 2.1. The report should say "SWDC's Council officers would continue to work with GWRC,"

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/135):

1. To receive the Hinekura Road Erosion and Landslide Remediation Report.
(Moved Cr Vickery/Seconded Cr Plimmer) Carried
2. Note the Greater Wellington Regional Council (GWRC) Erosion and Landslide Remediation Plan and that all recommendations identified in this report will be carried out within existing Council budgets.
3. Note the WSP Consultants Hinekura Landslide July 2021 Assessment memo.

4. Note that Council officers will continue to work closely with GWRC and WSP Consultants to come up with a final risk mitigation strategy for 1673 Hinekura Road.

(Moved Mayor Beijen/Seconded Cr Plimmer)

Carried

D2. Three Waters Reform Update Report

Mr Wilson noted that the information provided was a summary of what the government was proposing and the current state of affairs. Over the next eight weeks Council would work with the Department of Internal Affairs (DIA) to gather further information needed to enable Council to undertake community consultation. Financial analysis would be done during this period to ascertain impact of asset transfer.

Mr Wilson undertook to make public the questions put to the Department of Internal Affairs for further information.

Cr Fox joined the meeting at 11:57am.

Members undertook to provide Mr Wilson with questions ahead of the workshop.

Members discussed the linkages between rural water reforms and the three waters reform.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/136):

1. To receive the Three Waters Reform Update Report.

(Moved Cr Emms/Seconded Cr Plimmer)

Carried

2. To confirm continued engagement with the Department of Internal Affairs so that Council can then make a more informed decision on the Three Waters Reform at a future date.

(Moved Cr Fox/Seconded Cr Vickery)

Carried

D3. Partnership and Operations Report

Wellington Water staff provided an update on water projects and answered members' questions regarding the exposed Tauherenikau water pipeline, condition assessment of critical Featherston water assets, the risk of untreated water from Boar Bush entering the treated water supply, and water loss through leakages.

Cr Fox left the meeting at 12:25pm.

Mr Wilson with support from Mr Langley answered members' questions on bringing private roads into the public network, use and maintenance of paper roads and access for service vehicles, and status of the Ecoreef Project at Palliser.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/137) to receive the Partnerships and Operations Report.

(Moved Cr Jephson/Seconded Cr Emms)

Carried

D4. Action Items Report

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/138) to receive the Action Items Report.

(Moved Cr Plimmer/Seconded Cr Vickery)

Carried

Confirmed as a true and correct record

.....(Chair)

.....(Date)

ASSETS AND SERVICES COMMITTEE

27 OCTOBER 2021

AGENDA ITEM B1

MARTINBOROUGH PUMP TRACK

Purpose of Report

To inform Assets and Services Committee of the proposed pump track concept to be located at Considine Park, Martinborough, and seek support for this initiative.

Recommendations

Officers recommend that the Assets and Services Committee:

1. *Receive the Martinborough pump track report.*
2. *Note the significance of Centennial and Considine Park and the activities permitted under the Centennial and Considine Park Management Plan.*
3. *Support the Martinborough Pump Track initiative.*

1. Background

A Martinborough community group has approached the Council with an initiative to develop a pump track located within Considine Park, Martinborough.

The community group, led by Martinborough resident Charlotte Harding, presented the pump track concept to council officers and the Considine Park Committee. The initiative is supported in principle by council officers and the Considine Park Committee. Martinborough Community Board formally supports this initiative also.

The report outlines the high-level pump track concept and how it aligns with the Centennial and Considine Park Management Plan.

2. Pump Track Concept

The pump track concept is an area and track that can be used by bikes, skateboards, and scooters aimed at young children and up to people of all ages. The community group identified that the open space area at Considine Park would be a suitable location for the track. The initial concept plan is shown below:

Figure 1: Concept of the pump track



Refer to Appendix 1 for the larger scale concept plan

The track surface would preferably be concrete, or tarmac or asphalt. The proposed area of the track is 70m long by 26m wide being 0.182 ha. The community group does not expect any special services to be required and street lighting would be sufficient. However, crime prevention through environmental design and additional services to better serve Considine Park will need to be considered as this initiative is further developed.

Considine Park was identified by the community group as a suitable location due to the surrounding amenities and services (school, camping ground, swimming pool, cricket ground, and walkway) and is walking distance from the town centre.

The concept shows the pump track towards the eastern (Centennial Park) end of the Park, however, the actual location within Considine Park has not yet been decided. Locating the pump track in the middle of the Park along Princess Street or towards the western (swimming pool) end of the Park may be more appropriate.

The community group has already started fundraising to cover the cost of detailed design plans for the pump track.

Council officers expect some of the community to be concerned about the potential anti-social behaviours which will be addressed in following reports as the concept is further developed.

3. Centennial and Considine Park

Centennial and Considine Park is located on Princess Street comprising of 6.47ha of open space, native and exotic plantings, a walkway, swimming pool and the Martinborough Camping Ground.

Centennial Park is located in the north-eastern corner of the reserve and is intended to be used as a quiet area for relaxation and reflection.

Considine Park includes the Martinborough Camping Ground, the open space area, Oak Paddock (Notable Trees, see appendix 5), walkway, and swimming pool.

Considine Park's open space area is approximately 5.3ha with frontage along Princess Street between the swimming pool and Centennial Park. The Pony Club held a licence to occupy the open space area which ended in July this year.

The Cricket Club occupies part of the open space area neighbouring the swimming pool and camping ground.

Figure 2: Centennial and Considine Park Resources



Refer to Appendix 2 for the larger scale Centennial and Considine Park Resources plan

3.1 History of Centennial and Considine Park

The land that makes up Centennial and Considine Park was transferred to predecessors of the South Wairarapa District Council in five separate transactions. The first parcel of land of 1.6 ha was transferred in 1914, followed by a transfer of 1.6ha in 1920, 0.8ha in 1922, and 2.2ha in 1947 (two separate transactions).

The 1914, 1920 and 1922 land transfers were accompanied by a Declaration of Trust (Appendix 4). These declarations state that the land was to be held by the Council for use as a public park and recreation ground.

On 17 November 2005 Centennial and Considine Park was classified as Recreation under Section 17 Reserves Act 1977.

3.2 Centennial and Considine Park Management Plan

The Council adopted the Centennial and Considine Park Reserve Management Plan ("Management Plan") in 2009 (Appendix 3). The Management Plan was developed in accordance with Section 41 of the Reserves Act 1977 and the Declaration of Trust.

The Management Plan is the policy framework for the management of Centennial and Considine Park and provides for the use, enjoyment, maintenance, protection, preservation, and development of the reserve. The vision of the reserve is:

“To manage and develop Centennial and Considine Park for public use and enjoyment in a sustainable manner that reflects the recreational and amenity values of the reserve.”

3.2.1. Permitted Activities at Considine Park

Under the Management Plan and Declaration of Trust, the permitted use at Considine Park include:

- Public Park
- Tennis
- Bowling
- Swimming
- Cricket
- Football
- Skating
- Curling
- Athletic and bicycle and other sport
- Pleasure gardens

The proposed pump track is permitted under the Declaration of Trust and the Management Plan.

It should be noted that Centennial Park is intended to be used as a quiet area for relaxation and reflection. As such the location of the pump track within the open space area and the potential impact on Centennial Park need to be considered.

3.2.2. Reserve Resources

There are three resource categories that apply to Centennial and Considine Park: open space, camping ground area and recreational resources, two of which apply to the pump track proposal.

Open space within Considine Park is the open pasture between the swimming pool and Centennial Park. Centennial Park is also characterised as open space. The objective of the open space area within Considine Park is:

“To protect and enhance the open space character and natural feature of the reserve.”

The pump track will preserve the open space character of Considine Park. It is likely that planting would occur around the pump track (if successful) in keeping with the Park and any planting should not detract from the open space character of the reserve.

The objectives of recreational resources are:

“To promote a range of recreational activities, both active and passive, that are complementary to the reserves cultural, historic and natural values.”

“To actively promote the reserve as a local and regional recreational facility.”

The pump track concept is consistent with the objectives of the recreational resources in that it promotes active recreational activity and provides the opportunity to further promote the reserve as a recreational facility. The pump track is complementary to the existing activities within the Park including the swimming pool facilities and the walkway.

The pump track would be owned by the Council once developed and the ongoing maintenance would be the responsibility of the Council.

3.2.3. Development of Centennial and Considine Park

Section 4 of the Management Plan sets the policy for the development of Centennial and Considine Park. The objective of the policy is:

“To allow specific development projects to be undertaken in Centennial and Considine Park that will enhance the recreational and open space values and opportunities of the reserves.”

The proposed pump track fulfils this objective as the track will enhance the recreational value and opportunity of the Considine Park and supports the open space values of the Park.

Individual development projects need to be undertaken in accordance with the administration policies of the Management Plan (section 2.4). In addition, individual development projects need to consider the relevant issues outlined in section 4.3.1.b. of the Management Plan:

- The recreational classification of the reserve
- The need, current use, and potential of the reserve
- The need to develop existing facilities and/or to create new facilities
- The requirement for development to be consistent with the recreational, historical and open space values of the reserve
- The need to develop infrastructure to support better management and enjoyment of the reserve
- The requirement for amenity planting within the reserve
- The need to develop pedestrian and/or vehicle access to/within the reserve
- The need to minimise impact of development on neighbouring properties
- The availability of funding and other resources required to undertake the development
- The priority of development tasks
- The objectives and policies of this management plan
- Ongoing maintenance costs
- Appropriate signage
- Maintaining the overall character of the reserve

Further consideration of these issues need to be developed for this project and will be addressed in detail within the report to Council and before public consultation.

4. Legal and Policy Implications

Legislative and policy requirements are detailed throughout the report.

5. Consultation

The level and extent of consultation needs to be considered and ensure that it is aligned with the Management Plan and the decision making and consultation provisions of the Local Government Act 2002 and Council's Significance and Engagement Policy. In particular, paragraphs 2.4(b) and (c) of the Management Plan state that:

"The Council will continue to consult with the community, Tangata Whenua, the Considine Park Committee and other interest groups on matters affecting the ongoing management and development of Centennial and Considine Park."

"The Council will encourage community participation in the planning, development, management and maintenance of Centennial and Considine Park."

6. Financial Considerations

It is proposed that the pump track will be community funded and there will be no capital funding implications for the council's Long-Term Plan budget.

Ongoing maintenance of the pump track has not been investigated at this stage; however, maintenance and repair costs will need to be met once the pump track is developed.

7. Conclusion

The proposed pump track activity is permitted under the Management Plan and is supported by council officers, Considine Park Committee and Martinborough Community Board. Officers recommend that the Assets and Services Committee actively support the development of this initiative.

7.1.1. Next Steps

If the Assets and Services Committee supports the proposed pump track development within Considine Park, the next steps are outlined below:

1. Further development of the pump track concept, community funding, long-term financial implications, and consultation engagement plan.
2. Report back to Assets and Services Committee once additional work above in point 1 has been completed
3. Report to Council seeking support of the initiative.
4. Public consultation.

8. Appendices

Appendix 1 – Concept Drawing

Appendix 2 – Centennial and Considine Park Resources Plan

Appendix 3 – Centennial and Considine Park Reserve Management Plan

Appendix 4 – Copies of Declaration of Trust

Appendix 5 – Schedule of Notable Trees

Contact Officer: Olivia Stevens, Property Portfolio Advisor

Reviewed By: Bryce Neems, Amenities and Solid Waste Manager and Karen Yates,
Policy and Governance Manager

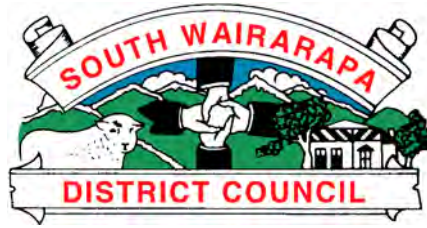
Appendix 1 – Concept Drawing



Appendix 2 – Centennial and Considine Park Resources Plan



Appendix 3 – Centennial and Considine Park Reserve Management Plan



South Wairarapa District Council

Centennial & Considine Park Reserve Management Plan



Adopted by Council on 24 June 2009

CONTENTS

1	INTRODUCTION	1
1.1	Purpose of this Plan.....	1
1.1.1	Vision statement.....	1
1.1.2	Content of the plan.....	1
1.2	The Reserve Area	1
1.2.1	Reserve Description	1
1.2.2	Summary of site values and resources	2
1.3	Legal Framework	2
1.4	Existing Leases / Licences	2
2	ADMINISTRATION	4
2.1	Land Status	4
2.1.1	History of land acquisition.....	4
2.1.2	Classification.....	4
2.2	Community and Organisational Interest	6
2.3	Administration Objectives.....	6
2.4	Administration Policies	6
3	RESERVE RESOURCES.....	8
3.1	Open Space.....	8
3.1.1	Description	8
3.1.2	Objectives	8
3.1.3	Policies.....	8
3.1.4	Rules	9
3.2	Camping Ground Area Resources.....	9
3.2.1	Description	9
3.2.2	Objectives	9
3.2.3	Policies.....	10
3.2.4	Rules	10
3.3	Recreational Resources	11
3.3.1	Description	11
3.3.2	Objectives	11
3.3.3	Policies.....	11
3.3.4	Rules	11

4	DEVELOPMENT	13
4.1	Introduction	13
4.2	Objective	13
4.3	Reserve Development Plan:	13
4.3.1	Policies	13
4.3.2	Rules	14
4.4	Camping Ground Development Plan	14
4.4.1	Rules	14
4.5	Individual Development Projects	14
4.5.1	Policies	14
4.5.2	Rules	14
5	MANAGEMENT AND ASSET MAINTENANCE	16
5.1	Management	16
5.1.1	Objective	16
5.1.2	Policies	16
5.1.3	Rules	18
5.2	Asset Maintenance	21
5.2.1	Objectives	21
5.2.2	Policies	21
5.2.3	Rules	22

APPENDIX A: Copies of Declarations of Trust

APPENDIX B: Schedule of Notable Trees

1 INTRODUCTION

1.1 Purpose of this Plan

This plan provides a policy framework for the management of Centennial and Considine Park (Recreation Reserve). It has been prepared in accordance with Section 41 of the Reserves Act 1977 to provide for the use, enjoyment, maintenance, protection, preservation and development of the reserve.

1.1.1 Vision statement

To manage and develop Centennial and Considine Park for public use and enjoyment in a sustainable manner that reflects the recreational and amenity values of the reserve.

1.1.2 Content of the plan

This plan is structured in the following way:

1. Introduction
2. Administration
3. Reserve Resources
4. Development
5. Management and asset maintenance

Each section contains background information, objectives, policies and rules to guide management and development of the reserve.

The content of this plan will be subject to periodic review to ensure the objectives and policies remain relevant to the management and development of the reserve.

1.2 The Reserve Area

1.2.1 Reserve Description

Centennial and Considine Park is located on Princess Street in Martinborough (see Figure 1). The reserve comprises an area of 6.47ha of open space, native and exotic plantings, a walkway, and the Martinborough Camping Ground. For the purposes of this plan, the reserve includes:

- The area known as Centennial Park
- The area known as Considine Park, including
 - The Martinborough Camping Ground
 - The open space area
 - The area known as the Oak Paddock (Notable Trees identified in the Proposed Wairarapa Combined District Plan)
 - Walkway
 - Swimming pool

- Water services building

1.2.2 Summary of site values and resources

There are a range of amenity and recreational values associated with the reserve that combine to create a unique and important area for the community and visitors to the reserve. These values are:

- Open space for informal and formal recreational activities
- Formal sporting facilities for equestrian sports and swimming
- Historic values associated with the creation of Centennial Park in 1982, to mark Martinborough's centennial anniversary
- Values associated with the notable trees
- Recreational and leisure values associated with the Camping Ground

1.3 Legal Framework

The Reserves Act 1977 (the Act) is the principal piece for legislation that governs the management and development of Centennial and Considine Park. This Management Plan has been developed in accordance with this Act.

Other legislation / documents relevant to reserve management and development include:

- The South Wairarapa District Council District Reserves Strategy
- Plans prepared under the Resource Management Act 1991, particularly the Operative South Wairarapa District Plan and the Proposed Wairarapa Combined District Plan. The District Plan sets the zoning of the reserve and regulates the effects of activities that take place on the reserve.
- Plans and strategies prepared under the Local Government Act 2002, e.g. the Annual Plan and the Long Term Council Community Plan.
- The Historic Places Act 1993, which provides statutory protection to archaeological sites.
- Bylaws and policies enacted by Council.

The Principles of the Treaty of Waitangi are also relevant to reserve management and development.

The general intent of the Declarations of Trust associated with the initial land purchases for the reserve, created approximately 90 years ago (in 1914, 1920, 1922 and 1947), will be acknowledged.

All aspects of this legal framework have been considered in the preparation of this Management Plan.

1.4 Existing Leases / Licences

The Council entered into a Deed of Lease with the Martinborough Camping Ground on 1 July 2005. This lease runs for a term of seventeen and a half years and has a

right of renewal for seventeen and a half years. It covers an L-shaped area in the north-western corner of the reserve.

The Council has granted a Licence to Occupy to the Martinborough Branch of South Wairarapa Pony Club (Inc). The initial licence was granted in August 2002 for a term of two years, and has since been renewed at the end of each two-year term. The licence area occupies an area of approximately 5.3 ha with frontage along Princess Street between the swimming pool and Centennial Park. The area is primarily pasture, with a dressage area, stalls and storage sheds.

2 ADMINISTRATION

The administration of Centennial and Considine Park must reflect the purpose for which it is classified under the Reserves Act 1977. Administration should also take account of other statutory documents, particularly the relevant district plan provisions.

The administration of Centennial and Considine Park must also consider the needs and concerns of the community.

2.1 Land Status

2.1.1 History of land acquisition

The land that now makes up Centennial and Considine Park was transferred to predecessors of the South Wairarapa District Council in five separate transactions. The table below identifies the certificate of title that the land is now contained in, person(s) who transferred the land, the date of the transfer, and the consideration given.

Current Title	Transferee	Date	Consideration	Area (ha)
WN 41/178	Andrew Considine	1914	5 shillings	1.6
WN 269/26	Mary & Winifred Orr	1920	200 pounds	1.6
WN 292/225	John William Kershaw, George Allan Clark, and Catherine Geddes Sutherland Martin	1922	5 shillings	0.8
WN 528/68	Christina Kershaw and Ernest William Abraham Kellow	1947	150 pounds	2.2
WN 528/68	Stephens Boyd	1947	25 pounds	

The transfers of 1914, 1920 and 1922 did not result in any specific purpose being registered on the certificate of title for each parcel. However, each transfer was accompanied by a declaration of trust, attached in Appendix A. These declarations stated that the land was to be held by the Council for use as a Public Park and Recreation Ground. This declaration also listed a number of purposes that it could be used for, including as a public park, for cricket, football, tennis, bowling, swimming, skating, curling, biking, or for a pleasure garden.

The two transfers in 1947 were not subject to a declaration of trust, and no purpose was registered on the certificates of title.

2.1.2 Classification

The land comprising Centennial and Considine Park has a Recreation classification under Section 17 Reserves Act 1977. This classification took effect on 17 November

2005 when notice of the Council resolution regarding classification was published in the *NZ Gazette*.

Section 17 states that recreation reserves are to be managed primarily for the purpose of:

‘providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside’.

Section 17 also states that if there are scenic, historic, archaeological, or other features present on the reserve, or indigenous flora or fauna, these features must also be managed and protected to the extent compatible with the recreation purpose of the reserve.

The table below summarises the classification and district plan zoning for the legal parcels making up Centennial and Considine Park:

Table 1: Legal status of Centennial and Considine Park

Legal Description	Title Reference	Classification	Operative Plan Zoning	Proposed Plan Zoning
Pt Lot 659 DP 249	WN 292/225	Recreation	Open Space	Urban (Residential), Reserve/Park overlay
Part Lot C, Part Lot 702 DP 249, and all of DP 4545	WN 269/26	Recreation	Open Space	Urban (Residential), Reserve/Park overlay
Lots 660, 661, 662, 663 DP 249	WN 41/178	Recreation	Open Space	Urban (Residential), Reserve/Park overlay
Pt Lot 655, Lots 656, 657, 658 and Pt Lot 659 DP 249, Pt Lot 1 DP 6872	WN 528/68	Recreation	Open Space	Urban (Residential), Reserve/Park overlay

The Proposed District Plan identifies the trees in Oak Paddock as ‘Notable Trees’. The Notable Trees enjoy protection under the Resource Management Act 1991 and a tree cannot be damaged or destroyed unless resource consent has first been granted.

2.2 Community and Organisational Interest

There is a wide range of interest in Centennial and Considine Park from groups including:

- Town residents who enjoy and use the reserve
- The wider community and visitors to the town
- The Martinborough Branch of the South Wairarapa Pony Club
- The Considine Park Committee, a sub-committee of the Martinborough Community Board comprising representatives from the camping ground, community board, pony club and other interested parties
- Tangata Whenua
- Camping Ground Managers

Community support is integral to the management and development of Centennial and Considine Park. Council would like to manage the reserve through a cooperative process with the local community. Such a process will identify management and development needs, and allow cooperative implementation of the objectives and policies in the Management Plan.

2.3 Administration Objectives

To provide for integrated management of the Centennial and Considine Park area, protecting and enhancing the open space and recreation values of the reserve, while allowing for the use and enjoyment of the reserve.

To manage Centennial and Considine Park through a cooperative approach between the Council, Community Board, Tangata Whenua, the Considine Park Committee, and the community and users of the reserve.

2.4 Administration Policies

- a. To ensure that management of Centennial and Considine Park is in accordance with statutory requirements, including Section 17 Reserves Act 1977 (recreation classification) and the district plan.
- b. The Council will continue to consult with the community, Tangata Whenua, the Considine Park Committee and other interest groups on matters affecting the ongoing management and development of Centennial and Considine Park.
- c. The Council will encourage community participation in the planning, development, management and maintenance of Centennial and Considine Park.
- d. The Council will arrange at least one meeting each year of the main park users as a forum to discuss operational issues and to resolve these issues where possible, and subject to available funding. The users will include but not be limited to representatives of the Considine Park Committee. The facilitation of the meeting may be delegated to the Martinborough Community Board. The first meeting of the year must be held prior to Labour Day each year.

- e. As a result of the meeting, a programme of activities will be prepared, and submitted to Council via the Martinborough Community Board for Council's consideration. Council will use the activity programme to assist in day-to-day management of the reserve.
- f. The Council will monitor the preparation of the Proposed Wairarapa Combined District Plan and any subsequent amendments to ensure that the plan provisions do not adversely impact upon the community's use and enjoyment of Centennial and Considine Park.
- g. An information base of Centennial and Considine Park's recreational opportunities and open space values will be developed and maintained.
- h. Information on the history of the reserve will be assembled and made accessible to the public.
- i. To ensure that the management of the reserves is responsive the Council will delegate daily management decisions to the Council's Chief Executive.

Note: the Chief Executive has powers to delegate management decisions to Council staff to ensure management of the reserve is timely and efficient.

- j. Consultation relating to this plan and the matters covered by this plan shall be undertaken in accordance with the process and timeframes of the Local Government Act 2002.

3 RESERVE RESOURCES

There are three resource categories that apply to Centennial and Considine Park: open space, camping ground area and recreational resources. Figure 1 shows the location of the reserve resource areas.

3.1 Open Space

3.1.1 Description

The open space area of the reserve can be characterised by a formal garden area known as Centennial Park and open pasture.

Centennial Park

Centennial Park is located in the north-eastern corner of the reserve, and is intended to be used as a quiet area for relaxation. Access to the area is from a gateway at the intersection of Kitchener and Princess Streets. The area is a combination of lawn and formal plantings of roses and exotic trees. There is no restriction on public access to the area.

Considine Park open space

Considine Park includes an area of open space that is approximately 5.3 ha with frontage along Princess Street between the swimming pool and Centennial Park. The area is primarily pasture, with a dressage area, stalls and storage sheds. The Pony Club has a licence to occupy a large portion of the area from time to time. Council is also able to authorise other people to have access to this area (the Pony Club does not have exclusive rights of possession or use of the land). Two areas of open space are outside the lease areas of the Pony Club and Camping Ground. These are to the north-east of the swimming pool and to the east of the Camping Ground.

The small number of buildings on the reserve also contributes to its open character.

3.1.2 Objectives

To protect and enhance the open space character and natural features of the reserve.

To promote the use of Centennial Park as a quiet and peaceful area for relaxation and reflection.

3.1.3 Policies

- a. Planting to be undertaken on Centennial and Considine Park shall not detract from the open space character of the reserve.
- b. Centennial Park shall be maintained as a quiet and peaceful area, to be used for relaxation, reflection and passive recreation.
- c. Maintenance and up-grade of the park facilities must protect the historic values associated with historic plaques and memorial plantings in Centennial Park.
- d. Use of and investment in the reserve should maintain the open space character of the reserve.

- e. For future leases, the lease process shall require the lessee to provide to the best of their knowledge, an annual programme to assist in the management of the reserve.

3.1.4 Rules

- a. Any new permanent fences will require the approval of the Council's Chief Executive, to ensure that new fences do not compromise the open space character of the reserves, or access.
- b. Temporary fences may be erected for specific events if approved by the Council's Chief Executive.
- c. Temporary electric fencing may be used for animal control, provided that it does not impede reasonable access to the wider reserve area, and if approved by Council's Chief Executive.
- d. No new buildings may be constructed within Centennial Park.
- e. Any new buildings on the open space area of Considine Park shall be located close to the site boundaries or around the edges of the area, to ensure new buildings do not detract from the open space character of the reserve (note that development is controlled by Section 4). Buildings used by a specific group should be removed at the end of the occupation period, or should be mobile.

3.2 Camping Ground Area Resources

3.2.1 Description

The camping ground is located in the south-west corner of Considine Park. It includes tent sites, powered sites (including cabins) and a building containing ablution and kitchen facilities. The camping sites are grassed and there are a number of mature trees scattered across the area. Access into the camping area is via Dublin Street West, and the roadway within the park is metalled.

The open space amenity in the camping ground area is variable, depending on the number of buildings in the area and the number of campers using the facility at any one time. A number of large trees are planted sparsely throughout the area. A number of notable trees are located along the western boundary of the camping ground, and are identified as 'Notable Trees' in the District Plan. See Appendix B for a full list of notable trees.

The camping ground lease dated 1st July 2005 permits new buildings within the camping ground including: toilet and shower facilities; kitchen facilities; laundry facilities; managers accommodation; cabin or fixed tent or caravan accommodation; workshop or storage facilities; office reception and retail facilities'. This management plan cannot be inconsistent with the lease.

3.2.2 Objectives

To continue to provide the recreational and leisure facilities associated with the camping ground through a lease to a third party to manage the camping ground.

To maintain the recreational and leisure facilities provided by the camping ground.

To maintain the character of the camping ground created by the trees scattered across the camping ground area.

To formalise public access to the camping ground area in any future leases or renewals of leases.

To preserve and protect the values of the Notable Trees located on the western boundary of the site.

3.2.3 Policies

- a. The lease to manage the camping ground shall be in accordance with the provisions of the Reserve Act 1977 and shall provide for, among other things, the day to day management of the camping ground and the maintenance of and minor upgrade works for the camping ground.
- b. The grant of future leases for the Camping Ground should consider setting limits on the bulk and number of permanent structures (i.e. in place for longer than six months) in the Camping Ground.
- c. The root zone of the Notable Trees shall be protected. The root zone is the area within the root protectors installed by Council, as noted in the Settlement Agreement dated 2 April 2007.
- d. Any camping activities in the Oak Paddock will be controlled by the Camping Ground Managers in order to provide for ongoing protection of the oak trees. Additional root protectors and fencing may be installed by Council, if necessary.

3.2.4 Rules

- a. No earthworks or ground disturbance will be permitted within the root zone of the Notable Trees, except where necessary to protect public health and safety and on the approval of the Chief Executive.
- b. Removal of Notable Trees shall only be undertaken if approved by the Council. Where public health and safety requires urgent removal, this shall be done on the approval of the Chief Executive.
- c. Health of the trees shall be monitored by Council. Maintenance of the Notable Trees shall be carried out only on the direction of the Chief Executive where this maintenance has been assessed by a suitably qualified arborist as being necessary to ensure continued health of the trees and the protection of public health and safety. The maintenance works shall also be carried out by a suitably qualified arborist.
- d. Any development within the camping ground area, including new buildings provided for by the lease and described in Section 3.2.1 of this plan, is to be in accordance with Section 4 of this plan.
- e. The camping ground may use the area marked in Figure 1 as a “Proposed / Temporary Camping Area” on a temporary basis at peak times, if the area is not required for any scheduled events. The ground shall be returned to its original state after use. The area shall be fenced off if required. The camping ground manager will need to apply to the Chief Executive for approval for temporary use.

Note: Any permanent extension of the Camping Ground into the “Proposed / Temporary Camping Area” would require a change to the existing lease document. Such a change would require public consultation in accordance with the Reserves Act 1977 and this Management Plan.

3.3 Recreational Resources

3.3.1 Description

Centennial and Considine Park has several sports-related recreational facilities. In particular, these facilities are an open space area (for which the Martinborough Pony Club has a licence to occupy), swimming pool and walkway.

The swimming pool is located in the south-east corner of the site. Several buildings are present in the swimming pool area – changing rooms, a plant/filter room and a small pavilion with two tiers of seating.

A walkway planted with native and exotic species is located along the northern and western boundary of the open space area.

3.3.2 Objectives

To promote a range of recreational activities, both active and passive, that are complementary to the reserve’s cultural, historic and natural values.

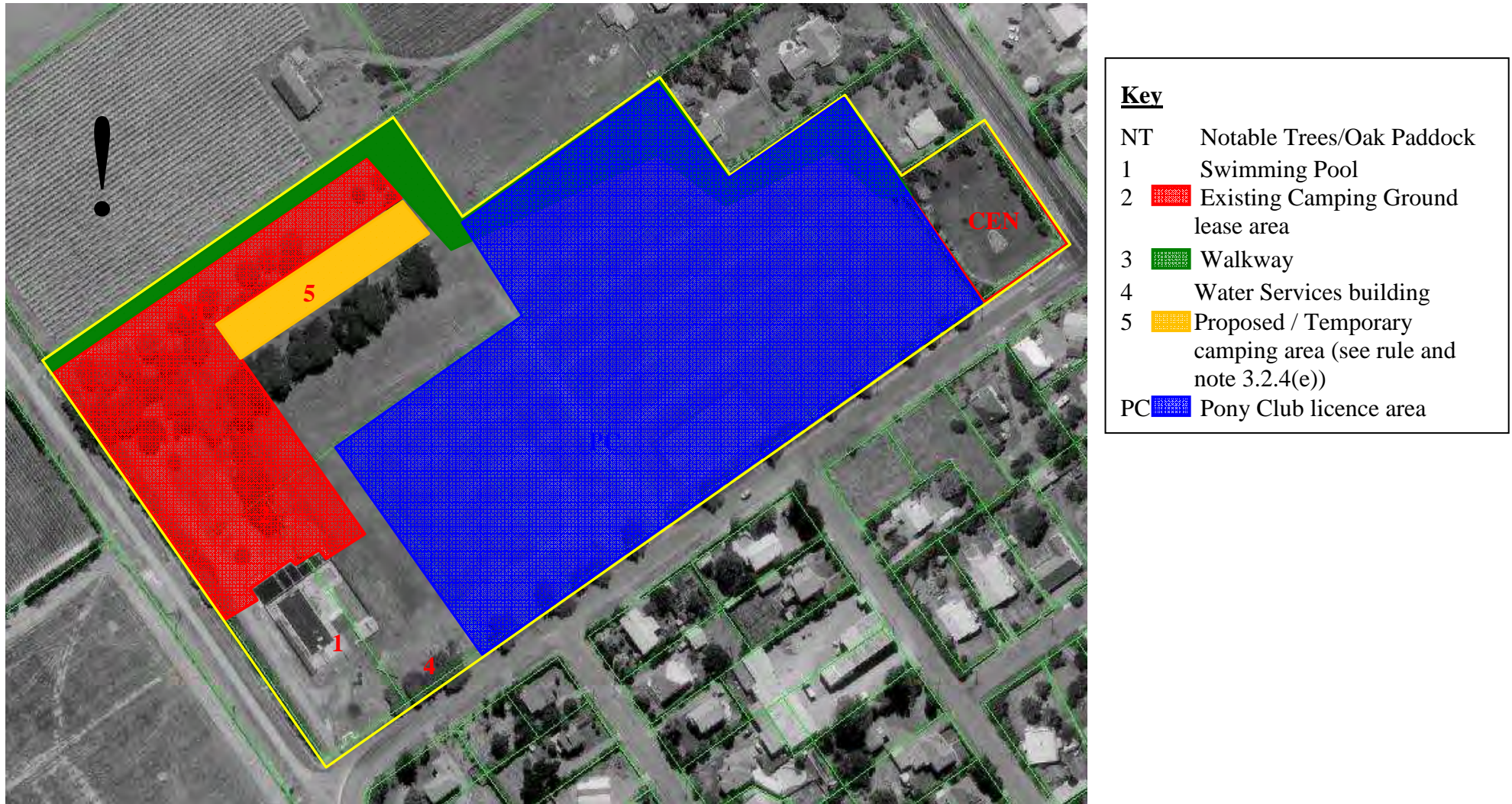
To actively promote the reserve as a local and regional recreational facility.

3.3.3 Policies

- a. Recreation activities should maintain the open space values of the reserve.
- b. Existing recreational facilities will be maintained as priorities and resources allow.
- c. The responsibility for the maintenance of any building or structure lies with the owner of the building, unless otherwise stated in any current lease or licence agreement.

3.3.4 Rules

- a. All maintenance and upgrade work will require the prior approval of the Chief Executive, except for minor repairs to and maintenance of buildings and fences.
- b. Any development shall take place in accordance with Section 4 of this plan.

Figure 1: Centennial and Considine Park Resources

4 DEVELOPMENT

4.1 Introduction

Development of Centennial and Considine Park needs to reflect its recreation classification and be consistent with the objectives and policies of this management plan. Development also needs to be undertaken in consultation with the community. Issues for developing the reserve need to be identified, and a development plan can then be created that addresses these issues within the available resources.

4.2 Objective

To allow specific development projects to be undertaken in Centennial and Considine Park that will enhance the recreational and open space values and opportunities of the reserves.

To allow for the preparation of a development plan for Centennial and Considine Park that recognises the recreation classification, is consistent with the objectives and policies of this management plan, and addresses community issues within available resources.

4.3 Reserve Development Plan:

4.3.1 Policies

- a. The Council will consult with the community when creating a development plan, in accordance with the policies in section 2.4 of this management plan.
- b. The following issues will be considered when creating a development plan:
 - The recreational classification of the reserve
 - The need, current use, and potential of the reserve
 - The need to develop existing facilities and/or to create new facilities
 - The requirement for development to be consistent with the recreational, historical and open space values of the reserve
 - The need to develop infrastructure to support better management and enjoyment of the reserve
 - The requirement for amenity planting within the reserve
 - The need to develop pedestrian and/or vehicle access to/within the reserve
 - The need to minimise impact of development on neighbouring properties
 - The availability of funding and other resources required to undertake the development
 - The priority of development tasks
 - The objectives and policies of this management plan
 - Ongoing maintenance costs

- Appropriate signage
- Maintaining the overall character of the reserve

4.3.2 Rules

- a. A development plan must be prepared for any development in the reserve, including new buildings, and must be approved by Council, subject to section 4.4 and 4.5 below.
- b. A development plan must be prepared for any future planting and landscaping in the park, to be approved by Council. Council may consult the Considine Park Committee.
- c. A planting plan shall address the following issues:
 - Plant suitability to the site
 - Sustainability of plantings and merits of irrigation
 - Types of plants used (native vs. exotic)

4.4 Camping Ground Development Plan

4.4.1 Rules

- a. A development plan specific to the camping ground must be created for future development within the camping ground, including for buildings permitted under the lease, and be approved by Council's Chief Executive.
- b. In considering a development plan for the camping ground, the Chief Executive will not be able to decline to approve any buildings that are permitted by the lease, but will be able to require changes to the plan in respect of the following:
 - Size of buildings
 - Positioning of buildings
 - Landscaping
- c. Public consultation will not be necessary for the Chief Executive to approve a development plan for the camping ground.

4.5 Individual Development Projects

4.5.1 Policies

- a. Unless covered by a development plan, consultation regarding new buildings or structures, or major alterations or additions to buildings or structures, will be undertaken in accordance with the policies contained in section 2.4 of this plan.

4.5.2 Rules

- a. New buildings or structures in Considine Park, or major additions or alterations to existing buildings or structures on the reserves, are permitted if allowed for in an approved development plan or approved by Council.

- b. Minor additions or alterations to existing buildings or structures can be approved by the Council's Chief Executive.

Note: Minor addition or alteration is considered to be a change that does not change the footprint of a building by more than 10% or its volume by more than 20% from the time that the development plan is accepted. Any internal changes are considered minor.

Note: The manager's accommodation building in the camping ground, which is allowed to be a maximum of 100m² in area under the lease, is not subject to the above rules.

Note: The Council in assessing individual development projects will consider the relevant issues identified in 4.3.1(b) above.

5 MANAGEMENT AND ASSET MAINTENANCE

5.1 Management

This section sets out the objectives and policies for the day-to-day management of Centennial and Considine Park. Management needs to be consistent with the requirements of the Reserve Act 1977 and other relevant legislation, and with other Council plans such as the Annual Plan.

The following objectives and policies apply in addition to any requirements contained in leases or licences of parts of the reserve.

5.1.1 Objective

To effectively manage and maintain Centennial and Considine Park on a day-to-day basis in line with statutory requirements and other Council plans, including this management plan.

5.1.2 Policies

Maintaining Reserve Boundaries:

1. The boundaries of the reserve will be maintained and no encroachments will be permitted.

Fences and hedges:

2. Existing fences and hedges on the reserves shall be maintained and replaced as necessary. No specific approval for this maintenance will be required.

Vegetation maintenance:

3. Health of the plantings on the site will be monitored by Council, and maintenance of plantings will be undertaken where necessary.

Funding:

4. Funding for maintenance programmes, ongoing protection, development and enhancement programmes will be identified in the Annual Plan and Long Term Council Community Plan.
5. All programmes will be prioritised and funded when opportunity allows.
6. Alternative sources of funding (other than rates) and other means of implementing programmes will also be considered. Examples of alternative sources include, but are not limited to:
 - Grants (e.g. New Zealand Lottery Grants, Eastern and Central Community Trust)
 - Funds arising from bequests
 - Work schemes
 - Community fundraising
 - Sponsorship
 - Sale of surplus land (subject to the provisions of Reserves Act 1977)

- Donations
 - Ground hire
 - Pain Farm grants
7. Council will modify existing bylaws and create new bylaws as and when necessary, in accordance with the relevant provisions of the Reserves Act 1977 and the Local Government Act 2002.

Maintenance of grass

8. Council, in consultation with any relevant lease/licence holder, may arrange for the grass in Centennial and Considine Park to be mowed on a regular basis as the preferred maintenance option. Council may, if it considers it necessary, use grazing by animals as an alternative.

Events:

9. Events and activities that comply with this Management Plan and for which effects do not extend beyond the area of the reserve will be encouraged and promoted.
10. Should major events become a common feature of the reserves the Council, in consultation with the community, may prepare event guidelines. Key interest groups will be consulted in the development of event guidelines.

Concessions – Leases, Licences and Permits:

11. All leases, licences and permits relating to the reserve will be in accordance with the provisions of the Reserve Act 1977 and take into account the objectives and policies of this Management Plan.
12. Subject to the above policies, this Management Plan contemplates the following types of leases and licences for Centennial and Considine Park:
- Sports and recreation activities (eg pony club, swimming club)
 - Camping ground
 - Concerts
 - Markets
 - Rallies
 - Gymkhana
 - Commercial activities that may restrict open public access to the reserve for a limited time and where these activities might promote the reserve (e.g. use as a film location).
13. If a lease, licence or permit is not consistent with the recreation classification of the reserve, re-classification of that area of the reserve will be considered.
14. Existing leases and licences will be reviewed when they are due for renewal to ensure that the leases are in accordance with the provisions of the Reserve Act 1977 and take into account the objectives and policies of this Management Plan.

User Charges:

15. Entry to the reserve will generally be free.
16. Charges will be made for the following:
 - Overnight stay in the camping ground and use of camp amenities
 - Commercial recreation operations and concessions
 - Use of the reserve for commercial activities
 - New rights of way, other easements and communication stations
 - Parking for events such as the Martinborough Fair
17. Charges may be made for the following:
 - Special events
 - Access to reserve facilities such as swimming pool and camping ground amenities
 - Bookings for clubs and group activities
18. The Council will set its charge for the use of the reserve and facilities for events and function and other activities in the reserve through the Annual Planning process, where issues of fairness and equity are given full consideration.

Information and Promotion:

19. An information base of the reserve's recreational opportunities and historic values will be developed and maintained.
20. Promotional material on the reserve's historic and cultural features and recreational opportunities will be developed to promote the profile and importance of the reserve.
21. Onsite interpretation of the historic / recreational/ botanical values of the reserve will be put in place as priorities and resources allow.

Recreation Monitoring:

22. The impact from recreation activities will be assessed from time to time to ensure there are no adverse effects on the reserve.
23. The Council may appoint rangers to manage recreational activities and monitor any impacts on the reserve. The ranger will be officially recognised, formally appointed, given training and acknowledged for their work.

5.1.3 Rules**Smoking:**

1. Centennial & Considine Park is subject to Council's District-wide smoking policy for parks and reserves.

Bylaws:

2. The following bylaws will apply in the management of the reserve:

- The New Zealand Standards 9201: Model General Bylaws 1999: Part 2: Public Places (refer Appendix 5)
- The South Wairarapa District Council Control of Dogs Bylaw 1997
- Any other bylaws and policies enacted by Council.

Hours of use:

3. With the exclusion of the camping ground area, the public shall be able to use the reserve between the hours of dawn and dusk. Any use outside of these hours is prohibited, unless approval has been provided by Council's Chief Executive.

Events

4. An event that involves exclusive use of the reserve, the sale of goods, or is not covered by this Management Plan, will require specific approval under this Management Plan before it can proceed. Specific approval means the approval of the Reserves Working Party of the Council or Chief Executive.
5. For major events on the reserves that impact beyond the reserve areas and affect traffic movement, parking, public health and safety, and may cause inconvenience to residents and local retailers, the promoter must provide information on how these matters may be addressed. Depending upon the size and scale of the event Council may consult with key interest groups.
6. An event organiser or user of the reserve shall be responsible for returning the reserve to its existing state and repairing any damage to the reserve (other than normal wear and tear) caused as a result of any event or use. This repair shall be to the satisfaction of the Council's Manager Works and Services.
7. A refundable bond may be required from organisers of an event to cover repair of any damage to the reserve used where this is required under the guidelines or as a condition of resource consent.

Lighting:

8. Additional outside flood lighting in the open space and recreational facilities area is allowed. Prior to the installation of the lighting Council will approve the design and hours of operation, and will undertake consultation before making a decision.
9. The South Wairarapa District Plan and the Proposed Wairarapa Combined District Plan also contain requirements regarding lighting.

Signs:

10. The permanent use of signs on the reserves shall be limited to signs providing visitor information, information about facilities and features related to the reserve site, and traffic signs.
11. Temporary signs advertising specific events (those displayed only for the duration of the event they advertise) shall be allowed on the reserves.
12. Any other signs that are not covered by 11 and 12 above, including semi-permanent signs, will require Council approval.

13. The South Wairarapa District Plan and the Proposed Wairarapa Combined District Plan may also contain requirements regarding signage.

Concessions – Leases, Licences and Permits:

14. All groups/persons operating facilities and/or occupying land or buildings on the reserve will require a lease or licence from the Council.
15. A lease, licence or permit is required for the occupation of reserve land by a public utility.
16. A lease or licence is required for any commercial activities.
17. Recreation groups and community organisations requiring exclusive use of the reserve or part of the reserve for one-off occasions must apply to the Council for a permit.
18. Leases and licences for any type of event contained in Section 5.1.2(12), except scheduled gymkhana, require approval from Council's Chief Executive.

Unauthorised grazing

19. Grazing may only take place on the reserve with the approval of the Chief Executive.

Pedestrian and Vehicle Access:

20. Foot access to the reserves will be allowed at all times between dawn and dusk where it is safe, except for management purposes such as weed spraying operations, special events where a notice is displayed to say otherwise, or where a lease or licence grants exclusive occupation to an area of the reserve.
21. Vehicle access will not be permitted on the reserve outside of the camping ground area, except for servicing requirements, emergencies, disabled access, and for permitted events (including those that have been sanctioned by Council). No vehicle access is permitted to Centennial Park.
22. The public using the walkway on the reserve will not be prohibited access into the Oak Paddock within the camping ground area, but any occupation or use of this area by members of the public is subject to the camping ground rules and may be subject to the appropriate charges.

Utilities (rights of way, other easements and communication stations):

23. All new utilities shall only be located on the reserve where there is no alternative location on any other site.
24. Where it is necessary to have services located above ground, the design and location should be sympathetic to the natural, cultural or landscape features of the reserve and not impact on the area available for recreational use.
25. Applications for the construction of public utilities on the reserve must be made to SWDC under this Plan. Such applications must be publicly notified for comment under this plan. Applications must be accompanied by an assessment of the effects of the utility on the reserve and must take into account:
 - alternative sites
 - the selected location

- timing and duration of the works
 - impact on cultural heritage sites, trees and amenity values and buildings and how these are to be protected
 - Where not a Council utility, consideration should be given to seeking a ground rental
26. Any approval given for a public utility on the reserve shall be conditional upon the Council being able to:
- Enter, inspect, require maintenance or upgrading
 - Approve designs and colour schemes for all structures
 - Require the restoration of sites after the completion of work
 - Require sites to be cleaned up, cared for, and superfluous material removed

Dogs:

27. Dogs must be on a leash and under control at all times
28. Dog litter must be removed from the reserve by the dog owners.
29. In the event of the Council changing its District wide dog policy the Council's dog policy will have precedence over 28 and 29 above.

Recreation Monitoring:

30. The Council may modify or stop activities that cause environmental degradation or significant modification or nuisance, including nuisance to adjoining properties.

Fires

31. No fires are permitted within the park unless approved by the Chief Executive.

5.2 Asset Maintenance**5.2.1 Objectives**

To ensure public health and safety are met.

To ensure the reserve area functions effectively and is maintained in an appropriate manner.

5.2.2 Policies**General:**

1. The reserve will be given high priority by the Council in its maintenance programme.
2. The Council will review the current levels of service in the Asset Management Plan (AMP) to ensure the appropriate maintenance standard for services and facilities are provided on the reserve.

3. The AMP and the Council's Reserves Contract Agreement will be reviewed to ensure they are in accordance with this Management Plan.
4. The Council will identify any maintenance and other activities extending beyond the basic service levels provided by the Council that can be carried out by the community.
5. Any maintenance work carried out by the community will be done within an agreed framework and within the Council's financial planning and budgetary framework.

Toilets:

6. Existing toilets will be maintained to a high standard.
7. Organisers of events may be required to provide portable toilet facilities.

Rubbish:

8. Rubbish bins will be kept to a minimum and priority will be placed on removal of litter from the reserve.
9. The standards of litter management will be monitored to ensure the reserve remains clean and tidy.
10. Organisers of events will be responsible for rubbish during events and removal of rubbish after events.

Public Safety:

11. The Council will identify hazards affecting the reserve and take appropriate precautions to minimise risks through the provision of information.
12. The Council will provide for the safe use of pesticides and other chemicals used in its management operations.
13. Leases, licences or permits for commercial activities on the reserve will make it clear that the holder is responsible for public safety relating to their activity.
14. Following an initial maintenance up-grade the trees in the reserve will be assessed from time to time (and following storm damage) by an arborist for their health and longevity, and remedial work will be programmed into reserve maintenance.

5.2.3 Rules**Public Safety:**

Unauthorised damage to, or removal of, plant material is prohibited.

1. Spraying will only be carried out by Council approved and certificated operators.
2. Ground marking can only be carried out with the approval of the Manager, Works & Services.

Rubbish

3. Rubbish shall not be dumped on the reserve by any member of the public.

4. The exception to Rule 5.2.3(4) is that garden dry matter and timber may be placed in a specified bonfire area, as agreed, before Guy Fawkes Day (5 November).

Appendix A: Copies of Declarations of Trust

Appendix B: Schedule of Notable Trees

Notable trees listed in the Proposed Wairarapa Combined District Plan as at 29 March 2008:

Considine Park (Lot 1 DP 4545) and Centennial Park (Ts078): *Quercus.sp.*, *Fraxinus angustifolia*, *Ailanthus altissima*, *Quercus palustris* (2), *Cedrus deodora*, *Fraxinus angustifolia* (2), *Quercus* (2), *Ulmus procera* "Louis van Houtte" (2), *Quercus Apalustris*, *Quercus robur*, *Podocarpus totara* 'aura', Centennial Park.

Martinborough Swimming Pool (Ts092): *Cedrus deodara* (hedge).

Appendix 4 – Copies of Declaration of Trust

Cert of within *Declaration of Trust*
Deposited in the Land Registry
Office, Wellington, the 23rd October
1914 at 2.40 pm. No. 257
Wade
District Land Registrar.



Dated 1914



THE MARTINBOROUGH TOWN BOARD.

DECLARATION OF TRUST

of the

CONSOLIDATED RECREATION GROUND.

Gawith and Logan,
Solicitors,
Martinborough.



TO ALL TO WHOM THESE PRESENTS SHALL COME, THE MARTINBOROUGH TOWN BOARD SENDS GREETING : WHEREAS the said Martinborough Town Board is seised of an estate in fee simple in possession of and in ALL THAT piece of land situate in the Provincial District of Wellington containing four acres (4ac Ord 00p) being Allotments numbered 660, 661, 662 and 663 on the Plan Deposited in the Land Registry Office at Wellington as Number 249 and being all the land comprised and described in Certificate of Title Volume 41 Folio 178 AND WHEREAS the said piece of land and premises were transferred to the said Martinborough Town Board as the bare depositaries of the legal ^{title} or other ownership of the same special trusts of which (subject as - hereinafter mentioned) are to be carried out and administered by the said Martinborough Town Board as hereinafter is set forth :

NOW THESE PRESENTS WITNESS that the said Martinborough Town Board and the successors and assigns of the Martinborough Town Board for the time being (all of whom are hereinafter included in the expression "the Board") hereby declare that they stand seised of the said land and premises Together with the easements rights and appurtenances thereunto belonging or appertaining UPON TRUST thereout in the first place to indemnify themselves and every of their successors against the payment of any rates taxes charges or impositions of any kind whatsoever that now are hereafter may be imposed or charged on the said lands and premises or any part thereof from and against all - actions claims and demands whatever for or in respect of the said lands and premises or any accident occurring thereon or arising from the use thereof by the Public as hereinafter mentioned or out of or in connection with any of the games or other sports or pastimes carried on thereon and from and against any loss whatever arising in any way out of or through the said Trust AND (subject thereto) UPON FURTHER TRUST to permit the said land and premises with their easements and appurtenances and all or any building or buildings swimming baths tennis courts bowling greens and cricket pitches or any other place or thing whether of a like nature or not now erected or made or which at any time hereafter may be erected built or made thereon to be used as a Public Park and Recreation Ground for the - purposes hereinafter mentioned and from time to time to be applied

and dealt with according to the lawful direction of the Board to whom the management or administration thereof be confided that is to say :-

1. THE said Public Park and Recreation Ground with its said buildings baths courts ponds and other places and things (all of which are hereinafter included in and referred to in the term "the said Recreation Ground") shall be called "The Considine Recreation Ground" ^{Extension} and may for the purposes hereinafter mentioned or any of them be used by the residents of Martinborough.

2. THE said Recreation Ground shall be under the charge and control of and be managed by the Board who, subject to any restrictions hereinafter contained, shall have the sole charge management and control of the same and the business affairs thereof with full power to charge admission thereto.

3. THE purposes for which the said Recreation Ground may be used and the powers and duties of the Board shall be as follows :-

- I. As a Public Park.
- II For cricket Pitches.
- III For Football Grounds
- IV For Tennis Courts
- V For Bowling Greens
- VI For Swimming Baths
- VII For Skating Ponds
- VIII For Curling Ponds
- IX For Athletic Bicycle and other Sports
- X For Pleasure Gardens
- XI For Plantations conducive to carrying out any of the purposes herein stated.
- XII Erection making and maintenance of the said Recreation Ground of such buildings stands baths courts greens ponds pitches tracks drains and watercourses and other things as may be conducive to the foregoing objects
- XVII Such other purposes of a like nature as the Board may from time to time deem expedient or advisable
- XIV Letting the said Recreation Ground or any part of it from time to time to any person or persons Societies or Clubs for any of the foregoing purposes but at no time shall the Board give a Lease to any person or persons Society or Club for a longer term than twenty one (21) years or so as to give any greater facility for

ard to
that is to
id buildings
ch are
aid Recrea-
ound", and
be used by
control
tions -
nt and
ull power
be used
:-
urposes
Ground
ches tracks
ducive to
from time
rom time to
ny of the
a Lease
term than
ility for

pursuing one form of amusement or recreation over another than may be reasonably necessary.

- XV To prohibit the playing of games or the use of the ground or any part thereof on such terms and in such manner as would cause danger to the usefulness of the same for the aforesaid purposes.
- XVI To prevent any person or persons from trespassing on the said Recreation Ground or doing any of the following acts or things thereon, plucking, cutting, injuring or destroying any tree, bush or flowers growing on the said Recreation Grounds
- XVII Any person lighting any fire or wilfully carelessly or negligently doing any act which may cause or be likely to cause - damage by fire to any building on or anything growing on the said Recreation Ground
- XVIII Any person from wilfully carelessly or negligently depositing or leaving on the said Recreation Ground or any part thereof any rubbish timber bricks or other substance or material whatsoever.
- XIX Any animal from trespassing or going on the said Recreation Ground or any part thereof .
- XX Any person from encamping on the said ground or any part thereof or from placing thereon any booth tent shed stand screen post rail fence swing or other erections or obstruction of any kind whatsoever or to make any enclosures of any kind on any part thereof.
- XXI Any person from carelessly negligently or wilfully injuring defacing or removing any seat notice or notice board post chair rail fence barrier or other thing which may from time to time be erected or placed thereon by or by the authority of the said Board.
- XXII Any person from driving any vehicle save along any defined road
- XXIII Any person from breaking in any horse or exercising any horse so as to injure the turf on the said Recreation Ground or from riding or driving any horse or other animal or vehicle in races or in manner likely to endanger the safety or comfort of persons lawfully using the said Recreation Ground or being thereon.
- XXIV Any person from brawling fighting using indecent language or

anner to the
ing to the said

other thing
or water on
crockery metal
terious
ing
round except
times and in
rescribe
on any water
rowing or placing
ice so as to
fins and from
or water on

out any horse
upon the said
round as a
Board and then
s the Board

tructing the
from wilfully
ution of his
onnection with
tenance of the

as it shall
ging of the
ing on of the
l deem advisable
ion
be constituted
the said Recrea-
wers and author-
bligations
ownership sole
ildings and

other places and things erected built or made thereon : such Recreation Ground to be thereafter held used and managed by such Borough as a Public Park and Recreation Ground under the trusts and powers herein contained so far as the same are applicable.

6. The Board shall receive all revenue and moneys coming or arising from the said Recreation Ground and apply the same to the purposes aforesaid after deducting therefrom all necessary expenses incurred in the maintenance thereof in which may be included the cost of - fencing planting and protection of plants erecting and making of necessary buildings stands baths courts greens ponds tracks pitches and other things maintenance of such buildings stands baths greens ponds tracks pitches and other things cultivation and improvement of the said Recreation Ground for the purposes aforesaid

7. The Board shall and will pay all rates taxes Insurances and other expenses of any kind whatsoever whether of the same nature or not charged on the said Trust and the said Recreation Ground or incurred in the management of the same out of moneys coming into their hands

8. THE Board may delegate any of its powers to the Chairman or a Sub Committee or Committees consisting of one or more of the Members of the Board and fix the quorum of any such Committee

9. THERE shall be an Auditor to the Trust who shall audit the accounts of the Board in relation to the said Recreation Ground not less than once in every twelve (12) months

10. THE Board shall cause true account to be kept in such manner as it thinks fit of all the receipts credits payments and liabilities of the Trust of and concerning the said Recreation Ground and the business affairs thereof and of each object or purpose in the management or administration whereof the Board for the time being be acting and of all other matters necessary for showing the true state of the said Trust and of the affairs of the said Recreation Ground. Such books and all vouchers relating thereto and all documents belonging to or in connection with the said Trust or the said Recreation Ground shall be kept at such place or places and under the control of such Officer as the Board shall from time to time appoint

11. NOT less than fourteen (14) days before any audit the Board shall if necessary and required by the Auditor so to do deliver to the Auditor the accounts and vouchers relating thereto and the balance sheet for the preceding year

12. The Auditor shall ~~xxx~~ have access to all the books of account

and documents of the said Trust kept by the Board or any Committee or Sub Committee thereof as aforesaid and shall receive such information and assistance from the Board and other Officers as he may reasonably require

13. Minutes of proceedings of all meetings whether general or special or of any Committee or Sub Committee shall be recorded in books to be kept for the purpose by the Board and shall be signed by the Chairman or in default by any two persons-every such Minute purporting to be so signed shall be prima facie evidence of the facts stated therein

14. THE Board or Committee or Sub Committee as aforesaid shall appoint a Treasurer out of their number who shall deal with the funds as the Board or Committee or Sub Committee shall direct

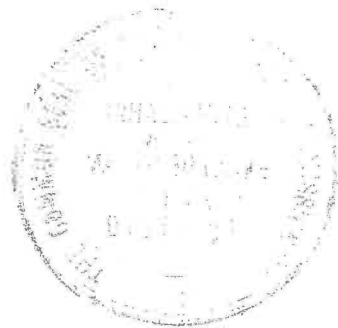
15. ALL moneys received by the Board or their Treasurer shall be forthwith deposited in the Bank of the Board in The General Account of the Board and all cheques drawn from such account shall be signed as all other cheques drawn by the Board. The receipt by the Chairman or Treasurer shall be a sufficient discharge to any person or persons paying such money as aforesaid.

16. THE Board may if they deem it expedient exclude all or any persons from using or entering the said ground or any part thereof except such portion or portions thereof as may for the time being be let to any Society or Club.

IN WITNESS WHEREOF these presents have been executed this

At ~~the~~ *fifteenth* day of ~~December~~ *September* ~~1913~~ *1914*

THE COMMON SEAL of The Martinborough Town Board was hereto affixed pursuant to resolution dated the *Eight* day of *December* 1913 in the presence of



A. G. Mansfield

Chairman

J. Williams

Clerk

Witness Jm. Selwyn, 1920

THE MARTINBOROUGH TOWN BOARD.

DECLARATION OF TRUST

OF THE CONSIDINE RECREATION GROUND.

6th October 1920 at 11.45 am

Z 2887

[Signature]



Gawith & Logan
Solicitors,
Martinborough.



TO ALL TO WHOM THESE PRESENTS SHALL COME, THE MARTINBOROUGH TOWN BOARD SENDS GREETING : WHEREAS the said Martinborough Town Board is seised of an estate in fee simple in possession of and in ALL that piece of land situate in the Provincial District of Wellington containing Four acres (4ac. Ords 00p-) being Part Section 702 and part of the Lot marked C on the Plan of the Subdivision of Section 1 -- Wharekaka Block deposited in the Land Registry Office at Wellington as Number 249 and being the whole of the land comprised and described in Certificate of Title Volume 269 Folio 26 AND WHEREAS the said piece of land and premises were transferred to the said Martinborough Town Board as the bare depositories of the legal or other ownership of the same special trusts of which (subject as hereinafter mentioned) are to be carried out and administered by the said Martinborough -- Town Board as hereinafter is set forth NOW THESE PRESENTS WITNESSTH that the said Martinborough Town Board and the successors and assigns of the Martinborough Town Board for the time being (all of whom are hereinafter included in the expression "the Board") hereby declare that they stand seised of the said land and premises together with the easements rights and appurtenances thereunto belonging or appertaining UPON TRUST thereout in the first place to indemnify themselves and every of their successors against the payment of any rates taxes charges or impositions of any kind whatsoever that now are or hereafter may be imposed or charged on the said lands and -- premises or any part thereof and from and against all actions ---- claims and demands whatever for or in respect of the said lands and premises or any accident occurring thereon or arising from the use thereof by the public as hereinafter mentioned or out of or in connection with any of the games or other sports or pastimes carried on thereon and from and against any loss whatever arising in any way out of or through the said trust AND (subject thereto) UPON FURTHER TRUST to permit the said land and premises with their easements and appurtenances and all or any building or buildings, swimming baths, tennis courts, bowling greens and cricket pitches and any other -- place or thing whether of a like nature or not now erected or made or which at any time hereafter may be erected built or made thereon to be used as a public park and recreation ground for the purposes hereinafter mentioned and from time to time to be applied and dealt with according to the lawful direction of the Board to whom the --

management or administration thereof be confided that is to say :-

1. THE said public park and recreation ground with its said buildings baths courts ponds and other places and things (all of which are hereinafter included in and referred to in the term "the said Recreation Ground") shall be called "THE CONSIDINE RECREATION GROUND" and may for the purposes hereinafter mentioned or any of them be used by the Residents of Martinborough.

2. THE said Recreation Ground shall be under the charge and control of and be managed by "the Board" who, subject to any restrictions -- hereinafter contained, shall have the sole charge management and control of the same and the business affairs thereof with full power to charge admission thereto.

3. THE purposes for which the said Recreation Ground may be used and the powers and duties of the Board shall be as follows : -

I. AS a Public Park

II. FOR Tennis Courts

III. FOR Bowling Greens

IV. FOR Swimming Baths

V. FOR Cricket Pitches

VI. FOR Football Grounds

VII. FOR Skating Ponds

VIII. FOR Curling Ponds

IX. FOR Athletic and Bicycle and other Sports

X. FOR Pleasure Gardens

XI. FOR Plantations conducive to carrying out any of the purposes herein stated.

XII. ERECTION making and maintenance of the said Recreation Ground of such buildings stands baths courts greens ponds pitches tracks drains and watercourses and other things as may be conducive to the foregoing objects.

XIII. SUCH other purposes of a like nature as the Board may from time to time deem expedient or advisable.

XIV. LETTING the said Recreation Ground or any part of it from time to time to any person or persons Societies or Clubs for any of the foregoing purposes but at no time shall the Board give a lease to any person or persons society or club for a longer term than twenty one years or so as to give any greater facilities for pursuing one form of amusement or recreation over another than may be reasonably necessary.

at is to say :-
 its said buildings
 of which are here-
 e said Recreation
 GROUND" and may
 em be used by the
 charge and control
 y restrictions --
 anagement and con-
 ith full power to
 und may be used and
 ows : -

at any of the pur-
 said Recreation
 orts greens ponds
 and other things
 jects.
 the Board may from
 .
 y part of it from
 ocieties or Clubs
 t no time shall the
 sons society or
 years or so as to
 g one form of a-
 n may be reasonably

- XV. TO Prohibit the playing of games or the use of the ground or any part thereof on such terms and in such manner as would cause danger to the usefulness of the same for the aforesaid purposes.
- XVI. TO prevent any person or persons from trespassing on the said Recreation Ground or doing any of the following acts or things thereon that is to say plucking cutting injuring or destroying any tree, bush or flowers growing on the said Recreation -- Ground.
- XVII. ANY person lighting any fire or wilfully carelessly or negligently doing any act which may cause or be likely to cause damage by fire to any building on or anything growing on the said Recreation Ground.
- XVIII. ANY person from wilfully carelessly or negligently depositing or leaving on the said Recreation Ground or on any part thereof any rubbish timber bricks or other substance or material whatsoever.
- XIX. ANY animal from trespassing or going on the Recreation Ground or on any part thereof.
- XX. ANY person from encamping on the said Ground or any part thereof or from placing thereon any booth -- tent shed stand screen post rail fence swing or other erection or obstruction of any kind whatsoever or to make any enclosure of any part thereof.
- XXI. ANY person from carelessly negligently or wilfully injuring defacing or removing any seat notice or notice board post chair rail fence barrier or other thing which may from time to time be erected or placed thereon by or by the authority of the said Board.
- XXII. ANY person from driving any vehicle save along any defined road.
- XXIII. ANY person from breaking in any horse or exercising any horse so as to injure the turf of the said Recreation Ground or from riding or driving any horse or other animal or vehicle in races or in manner likely to endanger the safety or comfort of persons lawfully using the said Recreation Ground or being thereon.

XXIV. ANY person from brawling fighting using indecent language or acting in an indecent disorderly or offensive manner to the obstruction annoyance or danger of persons resorting to the said Recreation Ground.

XXV. ANY person from soliciting or gathering money or other thing.

XXVI. ANY person from throwing or placing in any pond or water on the said Recreation Ground any earth wood glass crockery metal paper or other rubbish or refuse or any other deleterious noxious offensive or disfiguring substance or thing.

XXVII. ANY person from bathing in the said Recreation Grounds ^{except} under such conditions and in such places at such times and in such manner as the Board may from time to time prescribe.

XXVIII. ANY person from breaking up or injuring any ice on any pond or water on the said Recreation Ground or from throwing or placing any stones earth or other substance on any such ice so as to render the same less suitable for skating or sliding and from interfering in any way with the ice on any pond or water on the said Recreation ground.

XXIX. ANY person from plying for hire or letting out any horse pony or other animal of any kind with or without a cart or carriage upon the said Recreation --- Ground or use the Recreation Ground as a standing -- place except with the permission of the Board and then only at such places and under such regulations as the Board may from time to time appoint.

XXX. ANY person from wilfully interfering with or obstructing the authorised user of the said Recreation Ground or from wilfully obstructing any officer of the ---- Board in the execution of his duty or in the proper execution of any work in connection with the laying out and planting improvements or maintenance of the said Recreation Ground.

4. THE Board may from time to time make in such manner as it shall think fit Bylaws and Rules for the Regulation and Management of the said Recreation Ground and for the due and proper carrying on of the games sports and pastimes carried on there as they shall deem advisable

ing indecent lan-
derly or offens-
ance or danger of
ation Ground.

ring money or other

in any pond or
any earth wood
rubbish or refuse
fensive or disfige

Recreation Grounds
laces at such times
from time to time

ring any ice on any
n Ground or from
h or other substance
same less suitable
erfering in any way
on the said Recre-

letting out any
ind with or with-
d Recreation ---
as a standing --
the Board and then
regulations as the

g with or obstruct-
l Recreation Ground

ficer of the ----
or in the proper
with the laying
aintenance of the

manner as it shall
lanagement of the
arrying on of the
shall deem advis-
able

or expedient, and also fix a scale of charges for admission.

5. IF the Township of Martinborough should hereafter be constituted a Borough the Board may hand over transfer and assign the said Recreation Ground to such Borough together with all rights powers and authorities hereby conferred on it and all or any right or obligation acquired or incurred by it hereunder together with the ownership sole control and possession of the said Recreation Ground buildings and other places and things erected built or made thereon : such Recreation Ground to be thereafter held used and managed by such Borough as a Public Park and Recreation Ground (under the trusts and powers herein contained so far as the same are applicable).

6. THE Board shall receive all revenue and moneys coming or arising from the said Recreation Ground and apply the same to the purposes aforesaid after deducting therefrom all necessary expenses incurred in the management thereof in which may be included the cost of fencing planting and protection of plants erecting and making of necessary buildings stands baths courts greens tracks ponds pitches and other things maintenance of such buildings stands baths greens ponds tracks pitches and other thing and cultivation and improvement of the said Recreation Ground for the purposes aforesaid.

7. THE Board shall and will pay all rates taxes insurances and -- other expenses of any kind whatsoever whether of the same nature or not charged on the said trust and the said Recreation Ground or incurred in the management of the same out of the moneys coming to -- their hands.

8. THE Board may delegate any of its powers to The Chairman or a Sub-Committee or Committees consisting of one or more of the members of the Board and fix the quorum of any such Committee.

9. THERE shall be an Auditor to the trust who shall audit the accounts of the Board in relation to the said Recreation Ground not less than once in every twelve months.

10. THE Board shall cause true accounts to be kept in such manner as it thinks fit of all the receipts credits payments and liabilities of the trust of and concerning the said Recreation Ground and the business affairs thereof and of each object or purpose in the management or administration whereof the Board shall for the time being be acting and of all other matters necessary for showing the true state and condition of the said trust and of the affairs of the said Recreation Ground. Such books and all vouchers relating thereto and all documents belonging to or in connection with the said trust

or the said Recreation Ground shall be kept at such place or places and under the control of such officer as the Board shall from time to time appoint.

11. NOT less than fourteen days before any audit the Board shall if necessary and required by the Auditor so to do deliver to the Auditor the accounts and vouchers relative thereto and the balance sheet for the preceding year.

12. THE Auditor shall have access to all the books of account and documents of the Trust kept by the Board or any committee or sub-committee thereof as aforesaid and shall receive such information and assistance from the Board and other officers as he may reasonably require.

13. MINUTES of proceedings of all meetings whether general or special or of any committee or sub-committee shall be recorded in books to be kept for the purpose by the Board and shall be signed by the Chairman or in default by any two present. Every such minute purporting to be so signed shall be prima facie evidence of the facts stated therein.

14. THE Board or Committee or sub-committee as aforesaid shall appoint a Treasurer out of their number who shall deal with the funds as the Board or committee or sub-committee shall direct.

15. ALL moneys received by the Board or their Treasurer shall -- be forthwith deposited in the Bank of the Board in The General Account of The Board and all cheques drawn from such account shall be signed in the same way as all other cheques drawn by The Board. The receipt by the Chairman or Treasurer shall be a sufficient discharge to any person or persons paying such money as aforesaid.

16. THE Board may if they deem it expedient exclude all or any persons from using or entering the said Ground or any part thereof except such portion or portions thereof as may for the time being be let to any Society or Club.

IN WITNESS WHEREOF these presents have been executed this *9th* day of *February* One thousand nine hundred and twenty (1920.)

THE COMMON SEAL of THE MARTINBOROUGH
TOWN BOARD was hereto affixed pursuant
to resolution dated the *9th*
day of *February* 1920 in the
presence of : -



Maurice H. Smith
W. W. W. W.

CHAIRMAN.

CLERK.

Appendix 5 – Schedule of Notable Trees

In paddocks, and in parks:

<i>Prunus shirotae</i> Mount Fuji - Flowering Cherry	x8
<i>Quercus canariensis</i> - Algerian Oak	x4
<i>Acer platinoides</i> - Norway Maple	x2
<i>Ulmus procera</i> - Golden Elm	x4
<i>Podocarpus totara</i> - Totara	x2
<i>Liriodendron tulipifera</i> - Tulip tree	x1
<i>Quercus fastigata</i> - Upright oak	x3
<i>Eucalyptus ficifolia</i> - winter flowering gum	x3

<i>Ulmus parvifolia</i> - Chinese Elm	x3
<i>Ulmus horizontalis</i> - horizontal elm	x3
<i>Plagianthus regius</i> - Ribbonwood	x9
<i>Sophora tetraptera</i> - Kowhai	x6
<i>Aesculus hippocastanum</i> - horse chestnut	x2
<i>Quercus palustris</i> - Pin Oak	x3

ASSETS AND SERVICES COMMITTEE

27 OCTOBER 2021

AGENDA ITEM B2

GREYTOWN PLAY SPACE / WHEELS PARK

Purpose of Report

To inform the Assets and Services Committee of the proposed design concept for the Greytown Play Space to be located at 2-4 Pierce Street, Greytown and seek approval to proceed to public consultation.

Recommendations

Officers recommend that the Assets and Services Committee:

1. *Receive the Greytown Play Space / Wheels Park Report.*
2. *Approve the Greytown Park Concept Design for public consultation.*
3. *Nominate two members of the Committee to provide input into the consultation plan.*
4. *Note that officers will report the Greytown Park Concept Design and consultation plan to the Council for approval to proceed to public consultation.*

1. Background

Back in 2010 an earlier attempt to develop a skate park in Soldiers Memorial Park failed due to community opposition to the proposed location at Soldiers Memorial Park. Greytown Community Board has kept the idea of a skate park/play space on the agenda, and Council land has subsequently become available in Pierce Street adjacent to the dog park. The intention was to consider the options for a multi-purpose facility for various wheeled sporting activities which may include learner cycling, BMX, pump, skateboarding and scootering.

In 2015 a Steering Group was set up to push forward with a skate park on 2-4 Pierce Street, Greytown (zoned industrial) but over time funding had become the main issue and the project came to an end.

The Play Space concept was picked up again by Council in 2020 and included as part of the consultation on the 2021-2031 Long Term Plan. At the 30 June 2021 meeting, Council approved funding for Play Space of \$1,000,000 allocated from the reserves fund

2. Play Space/Wheels Park Concept

With the growth of Greytown and the inability to extend the existing park on Kuratawhiti Street, there is a desire to create a new integrated play facility at 2-4 Pierce Street, Greytown. The space will be designed taking sustainable building practices in mind to reduce its overall construction footprint. Refer to Appendices 1-3 for the design brief, concept design and site map.

2.1 Design Brief Process

The Council engaged Rich Landscapes, a well respected Wheels Park design company to design this concept plan at a cost of \$10,000 (from internal budgets) which included:

- Receive site information (topographical survey received).
- Conduct workshop with Council and key internal stakeholders.
- Conduct community workshop onsite. [to be held on the same day as above workshop]
- Create project brief and send to client for review, feedback and approval.
- On approval, produce general 2D layout plan and associated documentation and send to client for review and feedback.
- Receive feedback and produce detailed masterplan and 3D sketches of core elements (budget dependent).
- Produce and present remotely concept design document of environment and send to client.

2-4 Pierce Street

2- 4 Pierce Street, Greytown has a legal description of:

State:	Fee Simple
Area:	3035 square meters more or less
Legal Description:	Part lot 4 Deposited plan 1187
Registered Owners:	South Wairarapa District Council
Zoned:	Industrial

3. Consultation

The level and extent of consultation for the Play Space / Wheels Park concept needs to align with the decision making and consultation provisions of the Local Government Act 2002 and Council's Significance and Engagement Policy.

There has been some specific consultation work within the Greytown Community, shown below. This feedback has been incorporated into the concept brief and design.

- Greytown school students via Principal Patrice O'Connor.
- Kuranui college students via Assistant Principal William Donaldson (Principal was on sabbatical).

- Various Greytown children ranging from 5 to 17 years old through ad hoc discussion.
- Greytown Community Board on the 28th of October 2020 meeting and 4th August 2021 meeting.
- General feedback via the Greytown Wheels Park Facebook page.
- General feedback from having the plans sitting in the foyer of Greytown Town Centre from 5th of August onwards (still there now).
- General feedback via article in the Times Age.

In addition, Pāpawai Marae and the Māori Standing Committee have been approached for input but a response had not been received in time for this report.

4. Financial Considerations

The \$1,000,000 funding will set up the foundation of the park, as follows:

- Carpark and Toilets
- Skate / Scooter Park
- ½ Basketball Court
- Lighting and Cameras
- Pump Track (separate one for the younger children)
- Children's playground
- Planting and landscaping completed by the community.

Future funding avenues will be required to complete this project as we believe the overall cost is approximately \$3,000,000.

The costs for ongoing maintenance of the park have not been investigated at this stage; however, maintenance and repair costs will need to be met by Council once the project is developed.

5. Next Steps

The Assets and Services Committee are asked to approve the concept design for the Play Space / Wheels Park at 2 - 4 Pierce Street, Greytown to proceed to public consultation. A consultation will then be developed, and the concept design and consultation plan reported to Council for approval. The Committee is asked to nominate two members to provide input into the consultation plan.

6. Appendices

Appendix 1 – Concept Design Brief

Appendix 2 – Concept Design

Appendix 3 – Council Land- Pierce Street, Greytown

Contact Officer: Bryce Neems, Amenities and Solid Waste Manager

Reviewed By: Karen Yates, Policy and Governance Manager

Appendix 1 – Greytown Park Design Brief

Greytown Park Design Brief

From our workshop, correspondence, and personal thoughts the facility is to incorporate the following:

- Skatepark and Wheeled Play Area incorporating some learn to ride elements.
- Integrated skate elements throughout park (skateable terraces, ...)
- Pump Track Environment
- Playground
- Basketball Half Court
- Carpark integrated into Cotter Street with street calming features. Rework lane set out to navigate cars away from continuing down Cotter Street
- Improved pedestrian entry and connection between the new Greytown Park and the Woodside Trail Entry
- Central Hub tying environments and circulation together
- Public toilet
- Shelters and Shade Sails
- Seating, Bike Racks, Rubbish Bins and other site furnishings
- Accessible Water Fountains and BBQs
- Water and power connection with service for temporary, small service space
- Designated Space for Temporary small service/ café shop
- Landscape Gardens and Green Space. Could include community planting initiatives, fruiting specimens
- Shade Trees Circulation from Pierce Street through to the Woodside Trail Entry
- Lighting and CCTV Cameras (Refer to Specifications for International Dark Sky Reserve)

Ideas to incorporate into the overall park design

- Play environments catering for beginner to advanced users with more allowance towards older youth equipment
- Footpath connecting from West Street
- Lifting site through Mounds and raised landforms like Maidstone Park
- Appropriate connection to housing development across the road
- Staged environment to be developed over 3 years
- The use of rocks on Site
- Use of Green Techniques to treat water onsite
- Potential for advertising to exist to raise funds for the park Ideas to incorporate into the Skatepark and Wheeled Play Area

Skatepark Elements

- Flow Bowl Environment Including mix of Ramp Sizes starting at 1.2m.
- More open styled bowl towards midrange height ramps with smaller section bowl for learners
- Inclusion of a Mini ramp
- Small Extension to max. 2.7m

- Hips, Extensions, and other Bowl Features
- Use of different Coping textures and materials
- Unique Skating features to the area
- Spine Ramp, could be included in smaller section/ learner bowl
- Pool Coping on Chilled Taco
- Elevation of bowls to avoid tree drop/ leaves o Pool Bowl to 2.1m Deep to Vert. Pool Coping and Tiles o Street Skating Space
- General Street Skating Environment integrating with open space. Features to include:
 - Ledges
 - Bank Ledge
 - Manual Pads
 - Rails, round and square. Concrete Rail
 - Gaps. Garden, Steps, Ramps, Rail
- Pole Jam
- Transitional Features starting from 0.0m
- Ramps
- Skateable Art
- Skate Kerbs
- Open Space, room for Moveable Elements
- Street styled space
- Seating around periphery
- Integration with other activities and environments
- Pump Track: Pump Environments for beginner to advanced.
- Skills Trail Elements: Bike Seesaw, Bike Logs, Rock Paths, Judder Bars
- Learn to Ride: Various Elements incorporated into journey (pump bumps, mounds, tunnels...)

Playground

- Variety of play features to cover activities of rocking, crawling, spinning, jumping, balancing, constructing, pulling, hanging, bouncing, swinging, socialising, dramatic play, sensory, climbing and sliding.
- Inclusive play environments
- Bespoke design with variety of accessible levels
- Natural Play Features incorporated around space
- Toddler and junior play environment that integrates seamlessly with other play spaces
- Main Playground with more older youth equipment
- Use of Rubber Matting Similar to Maidstone Max Park
- Playground Elements (not restricted to): Musical Equipment, Sensory features, Balance Beams, Stages and houses, Seesaw, Springers, Swings (Giant Swing, pendulum rope swing, Wheelchair Friendly), Mouse Wheel, Slides, Towers

(climbing Towers) Monkey Bars, Inground Tramps, Rope Climbing Tower, Flying Fox, Merry-go round, Spinning Toy Circus Feature (70k)

Other Play Features

- Ping Pong Table
- 'Hubbster' elements to contain equipment for onsite use. (hubbster.dk)

Appendix 2– Greytown Park Concept Design

GREYTOWN PARK CONCEPT DESIGN DOCUMENT

2 - 4 Pierce Street, Greytown

June 10, 2021



DOCUMENT CONTENTS

D00 Cover Page

D01 Document Contents and Locality Plan

CIVIL

C01 Existing Features and Services Plan

C02 General Layout Plan

C03 Mood Sheet 1

C04 Mood Sheet 2

NOTES

This drawing and design is subject to copyright and may not be reproduced without prior written consent. Contractor to verify all dimensions onsite before commencing work. report all discrepancies to site manager prior to construction. Figured dimensions to be taken in preference to scaled drawings. ©RICH Landscapes 2021



SITE OF WORKS

LOCALITY PLAN

PROJECT		
Greytown Park Development		
2 - 4 Pierce Street, Greytown		
TITLE		
Document Contents		
SCALE	DATE	
-	June 10, 2021	
JOB NO.	DRAWING NO.	REVISION
1318	D01	-
ISSUED FOR		
REVIEW		



NOTES

This drawing and design is subject to copyright and may not be reproduced without prior written consent. Contractor to verify all dimensions onsite before commencing work. report all discrepancies to site manager prior to construction. Figured dimensions to be taken in preference to scaled drawings. ©RICH Landscapes 2021

LEGEND

- Contours
- Property Boundaries
- Cesspit Leads
- Manholes and Inlets
- Trees
- Watermain
- Electrical and Lighting

PROJECT		
Greytown Park Development		
2 - 4 Pierce Street, Greytown		
TITLE		
Existing Features and Services Plan		
SCALE	DATE	
1:300 @ A1	June 10, 2021	
1:600 @ A3		
JOB NO.	DRAWING NO.	REVISION
1318	C01	-
ISSUED FOR		
REVIEW		



NOTES

This drawing and design is subject to copyright and may not be reproduced without prior written consent. Contractor to verify all dimensions onsite before commencing work. report all discrepancies to site manager prior to construction. Figured dimensions to be taken in preference to scaled drawings. ©RICH Landscapes 2021

LEGEND

- Pedestrian and User Circulation - Non Motor Vehicle
- Envisioned Vehicle Circulation to and from Park
- Kids Fun Pump Track with some Learn to Ride Features
- Landform Mounding
- Central Skateable Art Feature
- Property Boundaries
- NEL.0.0 Nominal Level (m)
- Drainage Flow
- Drainage Swale
- Landscape Planting Adjacent Green Space and Fun Pump Track*

No. Refer Image Sheet Dwg C03

*Other planting beds and Specimen Planting to be developed further through development of Master Concept Plan

PROJECT

Greytown Park Development

2 - 4 Pierce Street, Greytown

TITLE

General Layout Plan

SCALE	DATE
1:300 @ A1	June 10, 2021
1:600 @ A3	

JOB NO.	DRAWING NO.	REVISION
1318	C02	-

ISSUED FOR

REVIEW

RICH LANDSCAPES

Richard Smith +64 21 101 4988
www.richlandscapes.co.nz



NOTES

This drawing and design is subject to copyright and may not be reproduced without prior written consent. Contractor to verify all dimensions onsite before commencing work. report all discrepancies to site manager prior to construction. Figured dimensions to be taken in preference to scaled drawings. ©RICH Landscapes 2021

PROJECT
Greytown Park Development
2 - 4 Pierce Street, Greytown

TITLE
Mood Sheet 1

SCALE
-
DATE
June 10, 2021

JOB NO.
1318
DRAWING NO.
C03
REVISION
-

ISSUED FOR
REVIEW



NOTES

This drawing and design is subject to copyright and may not be reproduced without prior written consent. Contractor to verify all dimensions onsite before commencing work. report all discrepancies to site manager prior to construction. Figured dimensions to be taken in preference to scaled drawings. ©RICH Landscapes 2021

PROJECT

**Greytown Park
Development**
2 - 4 Pierce Street, Greytown

TITLE

Mood Sheet 2

SCALE	DATE
-	June 10, 2021

JOB NO.	DRAWING NO.	REVISION
1318	C04	-

ISSUED FOR

REVIEW



Richard Smith +64 21 101 4988
www.richlandscapes.co.nz

Appendix 3 – 2-4 Pierce Street, Greytown Site Plan



ASSETS AND SERVICES COMMITTEE

27 OCTOBER 2021

AGENDA ITEM B3

FIVE TOWN TRAILS MASTER PLAN

Purpose of Report

For the council to receive the Wairarapa Five Towns Trail Network Master Plan.

Recommendations

Officers recommend that the Assets and Services Committee:

1. *Receives the Five Town Trails Master Plan Report.*
2. *Receives and supports the Five Town Trails Master Plan.*
3. *Notes that officers will recommend that Council delegates authority to the Chief Executive to work with the three Wairarapa District Councils and Wairarapa Trails Action Group to research and create a suitable legal entity with appropriate and representative governance to deliver the Wairarapa Five Towns Trail Master Plan.*

1. Background

The Wairarapa Five Towns Trail Network (WFTTN) project has been around for several years, developed from a concept conceived by the Five Towns Trails Trust to connect Wairarapa's towns.

The project is strategically aligned with both the Wellington Regional Trails for the Future report 2017 (WRT Framework) and the Wairarapa Economic Development Strategy 2018 (WEDS).

The WRT Framework was adopted in 2017 by the nine councils in the Wellington region, including Carterton, Masterton and South Wairarapa. It provides a clear vision for the Wellington region to become a world class trail-based destination. It forms a framework for prioritising the trails - both existing and proposed, in which the WFTTN has been classified as a signature trail. Signature trails are a small number of outstanding trails that attract visitors and achieve recognition for the region to be a trails destination and provide a focal point for regional residents.

The WFTTN project has been identified in the WEDS as a core visitor and tourism project, and meets the specifications of multi-season, multi-day and regular returns, with some commissionable component.

Governance and management of the WFTTN project sits under Wairarapa Trail Action Group (WTAG). This group is governed by the three local district Councils, with a clear mandate to coordinate trail development and management in Wairarapa.

Representation of the group includes Council elected members, Council staff, Destination Wairarapa, Greater Wellington Regional Council (GWRC), Department of Conservation, and various local trails trusts.

In 2019, the three councils allocated funding alongside a grant from Trust House Foundation to prepare the WFTTN master plan. WTAG endorsed the project brief and outcomes including:

- Align key organisations and develop a shared vision
- Determine trail markets
- Ensure connectivity, consistency, and sustainability
- Provide indicative route alignments, assess socio economic benefits, and determine priorities

It is envisaged that the master plan will be used to help attract external investment for trail provision in Wairarapa.

In February 2020, TRC Tourism Limited were engaged to work with WTAG to prepare the WFTTN master plan. Preparing the master plan involved several key steps, including:

- Project Establishment – involved setting up the project team and overall project planning.
- Situation Analysis – Included a comprehensive literature review, market demand analysis, site analysis and best practice case studies.
- Stakeholder Engagement – involved a series of interviews and four stakeholder workshops to obtain views and feedback to help inform the draft Master Plan.
- Site visits and assessment
- Discussions with the Project Team
- Draft Master Plan
- Endorsement from WTAG
- Presentation to the Wairarapa Combined Council Forum
- Presentation to stakeholders
- Presentation to each of the three district councils In May 2021, TRC Tourism presented the draft master plan to WTAG, who endorsed the plan. Subsequently, in August TRC Tourism gave a presentation to the Wairarapa Combine Council Meeting introducing the plan and outlining the next steps including a stakeholder's presentation in October, and each of the three councils receiving the master plan at their next available meeting.

2. Discussion

2.1 The Purpose and Role of the Master Plan

The master plan has been prepared to bring the WFTTN to life. It outlines how the network can become a reality over the next 10 years and beyond. It sets out a long term strategic vision aimed to showcase Wairarapa as a destination where regional strengths are connected via recreation trails, for visitors and residents. The master plan provides the next level of detail down from the WRT Framework and WEDS for the WFTTN. It is only the start of the work and provides the foundation for partners to plan, engage, seek external funding, and develop the WFTTN.

2.2 The Layout and structure of the Master Plan

The master plan opens with an executive summary providing an overview then 12 key chapters, including:

- Chapter 1. Introduction
- Chapter 2. Current Situation
- Chapter 3. The Strategic Alignment Framework
- Chapter 4. Developing Great Trails and Trail Destinations
- Chapter 5. The Future of Trails in Wairarapa
- Chapter 6. Guidelines and Standards
- Chapter 7. The Proposed Network
- Chapter 8. The Signature Trails
- Chapter 9. Experience Loops and Trails
- Chapter 10. Master Plan Construction Cost Summary
- Chapter 11. Implementation Guide
- Chapter 12 Social Economic Benefits and Considerations
- Appendix 1. Stakeholders in the Wairarapa and their interests

2.3 Key Elements of the Master Plan

The master plan showcases Wairarapa's strengths and considers trail markets for Wairarapa

The master plan has been designed to showcase Wairarapa's strengths, provide an exceptional visitor experience and outstanding community recreational infrastructure.

Wairarapa's features include our rivers and Wairarapa Moana, our villages and towns, our stories, both Māori heritage and European settlement, as well as our world class wine and food.

The landscape and climate of the region lends itself perfectly to a trails network. This includes predominately gentle gradients on the valley floor, a climate that is well suited for outdoor activity and a variety of points of interest.

The master plan describes the key characteristics of what makes a great trail network, including a clear point of difference, high market profile, complementary attractions, opportunities to stop and explore, and a quality seamless experience. Wairarapa holds

many of these characteristics and has an untapped potential to be a trails-based destination.

Key trail markets have been identified in the plan and the network designed to meet their needs. The predominant market need is for New Zealand Cycle Trail (NZCT) grade 1 and 2 off road trails that are relatively flat, safe, accessible, with several points of interest including food, beverage and toilet stops.

The master plan proposes a network of approximately 200 km of additional recreation trails linking our communities

The proposed trail network provides a network of approximately 200km of trails connecting the five Wairarapa towns, Masterton, Carterton, Greytown, Featherston and Martinborough.

The master plan has followed a network approach with trail planning, provision, and management, where each section of trail has a clearly defined purpose and is managed as part of a whole.

The Vision for the WFTTN is:

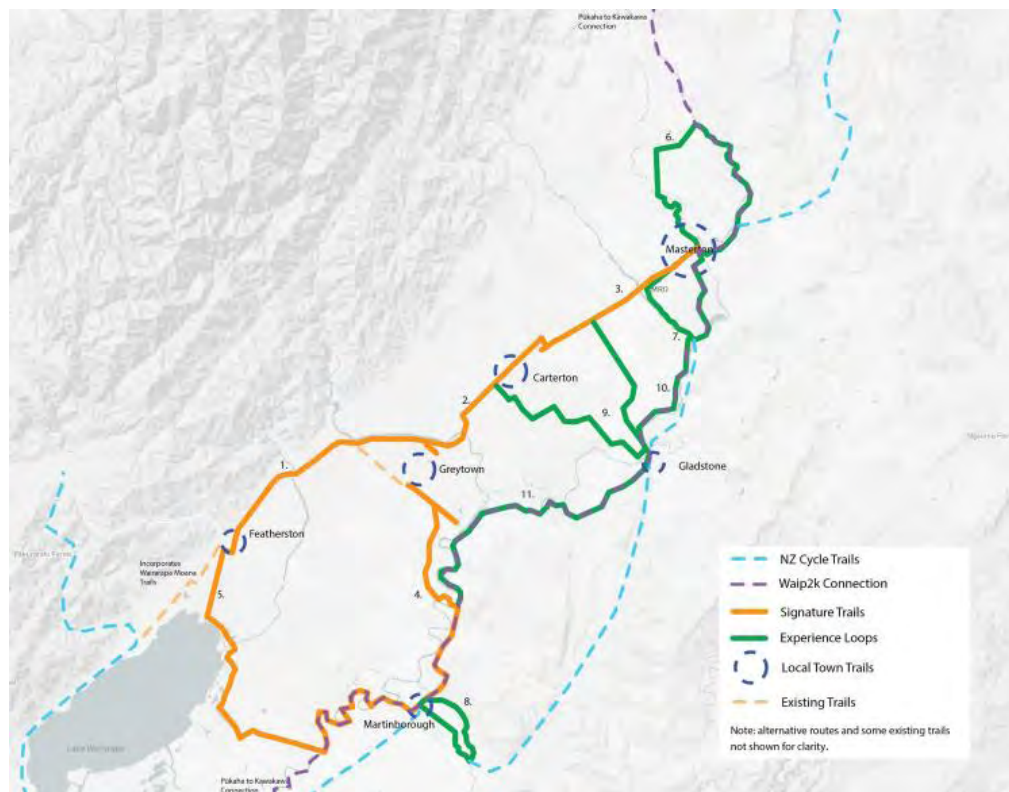
‘Wairarapa Five Towns Trail Network is recognised as a must do in the Wairarapa – the best way to experience and connect with our people and places’

This aligns strongly with the WRT Framework vision of “Connecting our people with inspiring adventures.’

While the WRT Framework recommends the WFTTN as a signature trail experience, the master plan captures the next level of detail and planning required to implement the recommendation and considers the network into three key categories, including:

- Signature Trails- These are the backbone or spine of the WFTTN, connecting the region’s towns.
- Experience Loops and Trails – These trails provide for local and regional experiences, designed to complement the signature trails with a series of loops highlighting Wairarapa’s culture, scenery, community facilities and attractions.
- Local Trails – These trails are important to local communities but are at a level below the master plan. WTAG will still consider these local trails but on a case-by-case basis.

The map below illustrates the proposed network:



Chapters 8 and 9 of the master plan provide further details on each section of trail. The descriptions and maps are designed to be general in nature but with enough detail to guide applications for external investment and the next level of trail planning. Detailed planning, community engagement and discussions with landowners are required to confirm the route or any alternative.

The master plan provides guidance on trail design standards and supporting infrastructure

Chapter 6 of the master plan provides definitions of both NZCT grade 1 and 2 trails, as well as prioritised trail treatment options recommended for the WFTTN.

Treatment 1: Off Road Trail being the most desirable trail option though on on-road trails (Treatment 4) being the least desirable.

A variety of trail infrastructure is required as part of trail development. Trail infrastructure includes trail heads and carparks, toilets, wash/repair stations,

fencing, barriers, vehicle crossing points, signs, bridges, under passes, trail counters and landscaping.

Trail infrastructure is required to protect the asset and the environment, improve safety and guide trail users as well as enhance the trail visitor experience.

The master plan provides a summary of construction costs

The estimated cost of the network is around \$32 million, based on 2021 NZ dollar estimates. Further information relating costs is provided in chapter 10 of the master plan.

The master plan will enable applications for external funding, including government and private sector grants. The funding required will be sought from these external sources rather than rate payers. Some provisions for project management and contingencies have been made in the estimate but additional seeding funding for planning, design and community engagement maybe requested as the implementation plan is further progressed and developed.

The master plan considers key benefits

Recreational trails offer a diverse range of benefits to the community and the environment. These include health and well-being, education, recreation, biodiversity, increased appreciation of culture and heritage as well as economic.

Chapter 12 of the master plan provides an indicative economic benefit assessment of the fully developed network.

The Covid-19 lockdowns have highlighted the need for safe, accessible routes for individuals and families. The master plan estimates that as many as 210,000 users a year can be expected in the first years of the network becoming operational.

Spending in the Wairarapa as a result of the trails network is estimated to increase from \$21 million a year in its early stages, with nearly one hundred jobs generated. These numbers are expected to increase as the network expands.

The master plan includes an Implementation Guide

The delivery of the master plan will require careful consideration of the following elements (each outlined in figure 2 and described in more detail in the master plan).

- Strong governance, including funding, management, and maintenance
- Trail planning
- Industry and community partnerships
- Trail construction and standards
- Supporting infrastructure
- Marketing, promotion, and events
- Under each element is a series of prioritised actions.

Figure 2. Implementation Guidelines – Elements to be considered



3. Governance Arrangements

WTAG has no formal or statutory powers. WTAG functions as a co-ordination group and has been very successful in bringing together Wairarapa stakeholders to unite them behind the vision of the WFTTN.

With the completion and the receipt of the master plan, it is timely to review the governance arrangements. WTAG as a co-ordination group is not the best model to deliver (fund and build) the WFTTN. Four models for the future governance and delivery of WFTTN can be considered. Each model has different benefits, capabilities and consequences, from a basic co-operation / best endeavours agreement to a formal legal entity with its own delivery capability (such as a Trust). The options are:

Model 1 – Each TA or land manager proceeds as a signatory to the Master plan but with no overall coordinating body.

Model 2 – WTAG continues in its present form to deliver the WFTTN.

Model 3 – A formal MOU is agreed between partners and interested stakeholders.

Model 4 – A formal Trails entity created.

3.1 Considerations

External grants funding will be needed to complete the WFTTN. Grant funders will only award funds to appropriately set up and properly governed legal entities. The success in attracting grants funding is likely to be limited should the legal entity be part of Council.

The success of the WFTTN delivery entity will be measured in several ways, including:

- Development of the Wairarapa Trails Network.
- Appropriate and effective governance and management.
- Success in attracting external and stakeholder funding.
- Delivery of effective and timely trails planning.
- Effective stakeholder and partner engagement.
- Construction and maintenance of high-quality trails.
- Development of new trails (in addition to the WFTTN).
- Delivery of a high-quality visitor experience and tourism opportunities.
- Long term self-sustainability of the entity.

Choosing the best governance model to deliver the WFTTN will take some time to research, set-up and implement. As an interim step it is recommended a Memorandum of Understanding between the three Wairarapa Councils and WTAG is signed. This MOU purpose would be to facilitate, research and create a suitable legal entity with appropriate and representative governance to deliver the WFTTN master plan.

4. Next Steps

The master plan is designed to present a vision, help seek external funding and provide guidance on indicative routes and infrastructure. The master plan is only the start of the work with considerably more actions to be undertaken including progressing towards an effective governance structure for the project, seeking external funding, community engagement and discussions with landowners.

5. Considerations

5.1 Climate change

One of the key principles included in the master plan is Sustainability. The trail and associated facilities should exemplify sustainable management practices including the use of material, energy efficiency in building and toilet operations and with strong connection with Iwi and European culture.

The WFTTN if appropriately designed, is likely to provide a safe, reliable, and sustainable alternative to internal combustion engine to commute between towns. As a reminder, greenhouse gas emissions for transport in the Wairarapa region increased by 41% between 2001 and 2019.

Providing a 'zero-carbon' alternative to regular commuting has many positives outcomes:

- reduce greenhouse gas emissions
- reduce the risk of accidents due to less vehicles on the road
- increase air quality (less pollution)
- increased well-being The WFTTN will encourage more people to use the trails to commute, which will mean less cars are on the roads (and the less emissions there are).

5.2 Tāngata whenua

Tāngata Whenua have been included in the development of the master plan and will continue to be a key part of the future development of the network.

5.3 Financial impact

Current work on the WFTTN is included in existing operational budgets and funding received through Trust House. The estimated cost of the network is around \$32 million, based on 2021 NZ dollar estimates. Further information relating costs is provided in chapter 10 of the master plan.

5.4 Community Engagement Requirements

Community engagement was undertaken to help inform the development of the master plan. This included stakeholders' interviews and a series of workshops.

Going forward WTAG is committed to ensuring the views of our community are considered when making decisions. Route planning and design for each section of trail will be carried out on a staged basis and an important part of this work is seeking community and landowner input to help shape and determine trail route alignments.

The timing and method of engagement is critical to the success of the project. Some sections of the network will be started sooner than others while some may not be started for 5-10 years. Within such time frames many changes can occur including land ownership, subdivision, and other infrastructural projects. Therefore, planning and engagement would not start until the section has been determined as a priority by WTAG.

5.5 Risks

As outlined in the WFTTN Master Plan Appendix 1

6. Appendices

Appendix 1 – Five Town Trails Master Plan

Contact Officer: Bryce Neems, Amenities and Solid Waste Manager

Reviewed By: Karen Yates, Policy and Government Manager

Appendix 1 – Five Town Trails Master Plan

August 2021

WAIRARAPA TRAILS ACTION GROUP (WTAG)



This report was prepared by TRC Tourism in partnership with Xyst in relation to the development of the Wairarapa Five Towns Trail Network Master Plan for the Wairarapa Trails Action Group (WTAG).

DISCLAIMER

Any representation, statement, opinion or advice expressed or implied in this document is made in good faith but on the basis that TRC Tourism Ltd., directors, employees and associated entities are not liable for any damage or loss whatsoever which has occurred or may occur in relation to taking or not taking action in respect of any representation, statement or advice referred to in this document.

Images: TRC Tourism, and Wairarapa Trails Action Group (WTAG)



©Copyright TRC Tourism Ltd | www.trctourism.com

Contents

Executive Summary	iii
<u>1</u> <u>Introduction</u>	<u>1</u>
<u>2</u> <u>Current Situation</u>	<u>3</u>
<u>3</u> <u>The Strategic Alignment Framework</u>	<u>9</u>
<u>4</u> <u>Developing Great Trails and Trail Destinations</u>	<u>13</u>
<u>5</u> <u>The Future of Trails in Wairarapa</u>	<u>20</u>
<u>6</u> <u>Guidelines and Standards</u>	<u>24</u>
<u>7</u> <u>The Proposed Network</u>	<u>37</u>
<u>8</u> <u>The Signature Trail(s)</u>	<u>39</u>
<u>9</u> <u>The Experience Loops and Trails</u>	<u>66</u>
<u>10</u> <u>Master Plan Construction Cost Summary</u>	<u>97</u>
<u>11</u> <u>Implementation Guide</u>	<u>99</u>
<u>12</u> <u>Socio Economic Benefits and Considerations</u>	<u>107</u>
<u>Appendix 1 – Stakeholders in Wairarapa and their interests</u> <u>including relevant plans.</u>	<u>111</u>

Executive Summary

In 2017 the Wellington Regional Trails Framework was endorsed by the partners who initiated it. Contained in the framework is a key recommendation to develop the 'Wairarapa Five Towns Trail Network' as a signature trail experience.

This Master Plan has been prepared to bring Wairarapa Five Towns Trail Network (WFTTN) to life. It has been prepared in conjunction with the Territorial Authorities of the region with the assistance of stakeholders and those passionate about developing a world class network of recreational trails.

Importantly, the master plan has been developed without consideration of Territorial Authority (TA) boundaries, rather it has been designed to showcase Wairarapa and its strengths, and to provide an outstanding visitor experience.

Wairarapa's features include:

- Clear and strongly flowing rivers that rise from the Tararua Ranges and flow towards Wairarapa Moana and eventually into the Cook Strait
- The villages and towns that provide a friendly and cosy atmosphere for residents and visitors alike
- The stories of Wairarapa including Māori heritage, and European settlement
- The world class wines of the region including wineries in Martinborough, Gladstone and Ōpaki.

The vision for the WFTTN is:

'Wairarapa Five Towns Trail Network is recognised as a must do in Wairarapa – the best way to experience and connect with our people and places.'

This aligns strongly with the Wellington Regional Trails vision:

'Connecting our people with inspiring adventures'

This master plan aims to present Wairarapa as a destination where the regional strengths are connected via recreational trails designed to attract visitors from nearby Wellington, further afield from other parts of New Zealand including Auckland, and from international markets when they are deemed safe to return to New Zealand (COVID- 19).

Importantly, the master plan will develop not only a series of trails that help drive visitor economy outcomes, it will also provide residents an important asset for community liveability.

While the Wellington Regional Trails Framework recommends the WFTTN as a Signature Trails experience, this master plan captures the next level of detail and planning to implement the recommendation, and considers the network in three categories:

Signature Trails

These form the backbone or spine of the WFTTN and connect the region's towns

Experience Loops and Trails

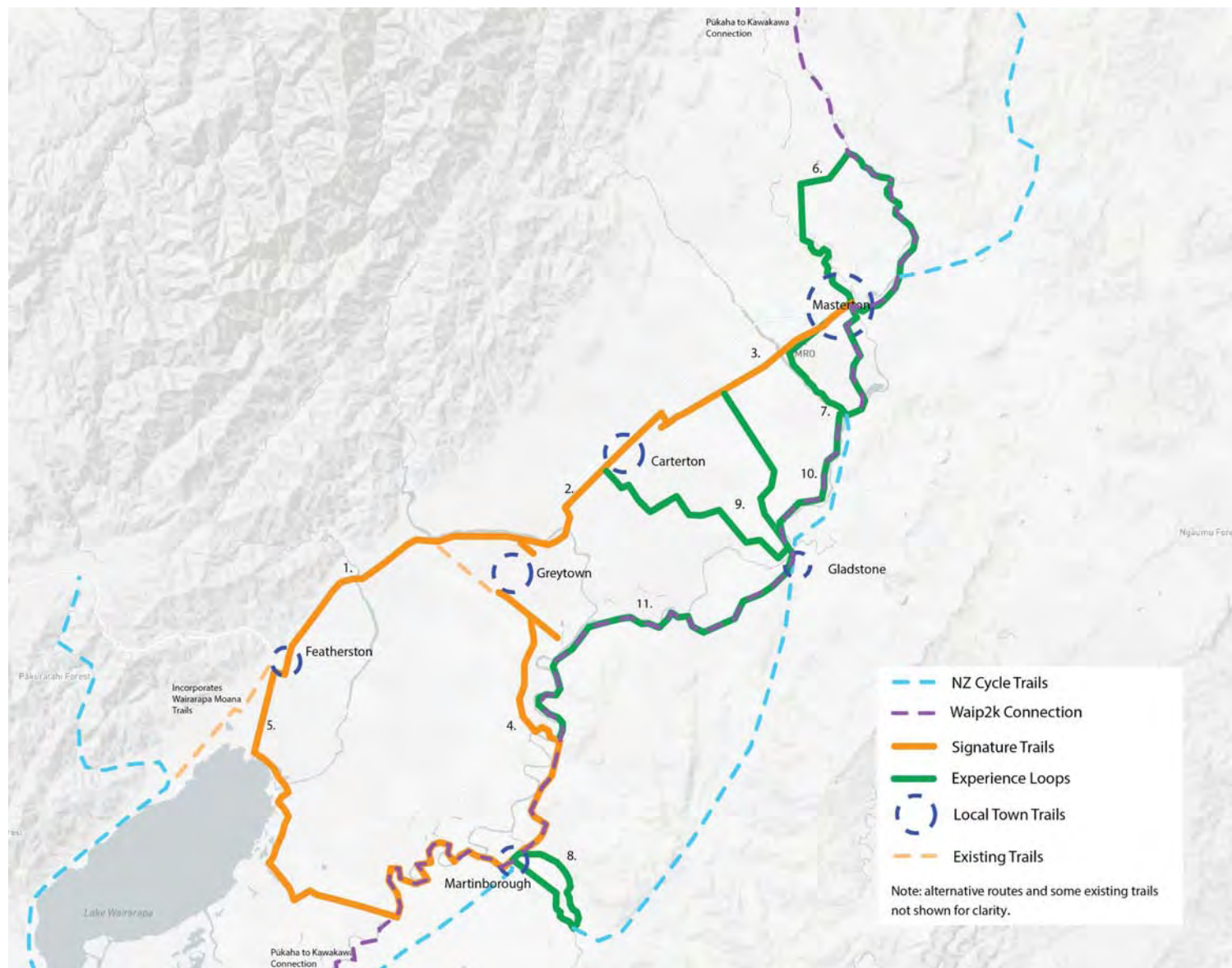
The experience trails and loops are trails that provide for local and regional experiences. They are designed to complement the Signature Trail(s) with a series of trails that showcase Wairarapa's culture, scenery, visitor experiences, local and community assets and landscapes.

Local Trails

Trails that may be important to local communities and tourism but at a level below this Master Plan's considerations, Wairarapa Trails Action Group (WTAG) can still consider these trails on a case-by-case basis.

The map on the following page provides the proposed network.

Figure 1. Overall Proposed Network showing links to WaiP2K and Wairarapa Moana Project



The network comprises the following Signature Trails.

Table 1. Table of Signature Trails within the WFTTN

Signature Trail SECTION	LENGTH (KM)	INDICATIVE COST (\$M)
1. Featherston to Greytown	15.5	\$2.528
2. Greytown to Carterton	7.5	\$2.344
3. Carterton to Masterton	11.5 to 14.5	\$2.748
4. Greytown to Martinborough	19	\$2.164
5. Featherston to Martinborough	36	\$5.915
TOTAL	89.5 to 92.5	\$15.699

Please note the cost estimates, which are more detailed in the body of this plan, contain an allowance for professional services and contingency, but do not include much of the pre planning that will be required to achieve delivery. This is an unknown amount that needs to be considered and made explicit in future budgets for trail managers.

The network contains the following Experience Loops and Trails.

Table 2. Table of Experience Loop

Experience Loop SECTION	LENGTH (KM)	INDICATIVE COST (\$M)
6. Masterton Ōpaki Loop	26.2	\$3.812
7. Masterton Rivers Loop	11.5	\$1.655
8. Carterton to Gladstone Experience Loop	26.0	\$3.355
9. Martinborough Vineyard Loop	10.4	\$1.374
10. Waingawa to the Cliffs	5.4	\$1,832
11. Gladstone to Morrisons Bush	24	\$4.027
TOTAL	103.5	\$16.055

Combining the Signature Trails and the Experience loops and trails – the total cost of implementing the master plan is estimated to be \$31.754 million dollars – delivering close to 200 km of outstanding world class trails for visitors and residents alike.

Implementation

The delivery of the program will require careful consideration of the following elements (each described in more detail in the body of the report):

1. Strong Governance including funding, management and maintenance
2. Trail Planning
3. Industry and Community Partnerships
4. Trail Construction and Standards
5. Supporting Infrastructure
6. Marketing, Promotion and Events.

Economics

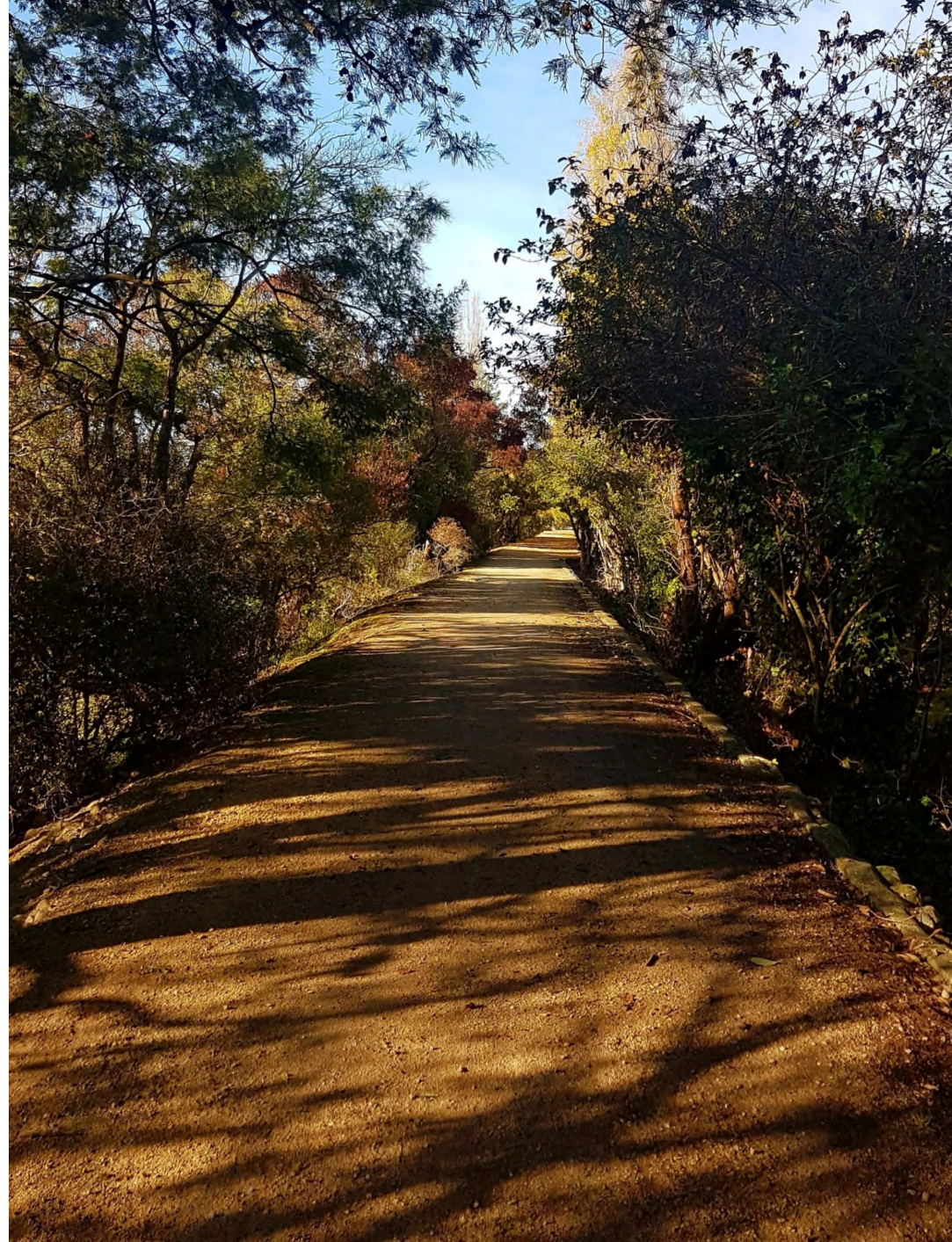
This master plan aims to increase the benefits to the region from more visitors staying longer and spending more. The economic benefits are considerable from fully implementing this master plan. The initial assessment indicates:

- Regional income grows from \$7.4 million to \$13.5 million in year 10
- Total jobs created rising from 97 in year 1 to 176 in year 10
- The benefit cost ratio (BCR) is estimated to be 2.1 – meaning that the benefits outweigh the costs by 2.1 times.

Summary

This master plan provides the basis from which the partners can plan, communicate, engage with the community and stakeholders, and construct the WFTTN.

Considerable work remains to be undertaken to bring this plan to life. That includes negotiation with landholders, partnering with and understanding Post Settlement Governance Entities (PSGEs), Rūnanga, Hapū and Marae concerns and aspirations, consent from national authorities including KiwiRail and DOC and considerable planning to ensure delivery of a world class product that delivers outstanding visitor experiences, not simply a trails network.



1 Introduction

Wairarapa has an untapped opportunity to become a world class trails destination that showcases the region's natural and cultural attractions, its people and stories. Trails provide both an attraction to people to visit, stay longer and for the community to benefit from outstanding infrastructure.

The Wairarapa Five Towns Trail Network Master Plan has been prepared in partnership with the Territorial Authorities of Wairarapa and with the assistance of the community to realise the opportunity it has. The Master Plan will guide trail development for the purposes of improving the experiences on offer for visitors and residents alike – ultimately benefiting Wairarapa's community with improved recreational facilities, economic benefits, connectivity, and healthy lifestyles.

The proposed trail network provides – as the name suggests – a network of trails connecting the five towns of Wairarapa: Masterton, Carterton, Martinborough, Greytown and Featherston.

Recreational trails for the purpose of this Master Plan are classed as a thoroughfare or track across land, used primarily for recreation, that might include walking, running, bicycling, skateboarding or any other form of recreation. They can also be considered to be important transport links between communities and assets.

The network also seeks to pick up the features of Wairarapa's famous landscapes and history. This includes the rivers that dissect the valley, the wineries of Martinborough and Gladstone, as well as Ōpaki, and the village like atmosphere that contribute to the region's liveability.

In providing connecting trails that deliver a networked approach, the Master Plan delivers on the Signature Trail concept as expressed in the Wellington Regional Trails for the Future report adopted in 2017. The environment and climate of the region lends itself perfectly to a trails network. This includes predominantly gentle gradients on the valley floor, a climate that is suited to outdoor activity, and mountains that fall to the coast including Palliser Bay and Wairarapa Moana – Lake Wairarapa.

The Master Plan is by necessity a higher-level overview of the network including route 'corridors' that are considered the optimal route between towns and/or features. Further detailed planning is required to confirm the routes as the next phase in the design and development of the network.

Further resolution of some routes requires detailed negotiation with private landowners (in some cases), river protection planning and works by Greater Wellington Regional Council (GWRC). Negotiation with national authorities such as KiwiRail and New Zealand Transport Authority (Waka Kotahi) and ensuring PSGEs, Rūnanga, Hapū and Marae partnership opportunities are explored in more detail.

Notwithstanding the unresolved elements, work can commence on many items in this plan without compromising further planning or consultation and the plan outlines a high-level approach to priority setting, acknowledging that over time these will shift.



2 Current Situation

2.1 Background to the Wairarapa Five Towns Trail Network

The idea of developing a trail between the five towns in the Wairarapa has been around for many years, born from the community. The initial idea was to use existing backcountry roads. Over time the vision for the concept has evolved into a potential off-road (or partially off-road) trail or network of trails.

Several reports and plans have been developed for sections and districts within the proposed trail, including plans for infrastructure such as bridges. This includes the Masterton Three Rivers Trail Feasibility Study, the Trails Wairarapa Trust planning and development notes for a Wairarapa Trails Strategy 2015, and potential asset management issues and solutions (2018).

There has been strong local support of the concept to date, both in the public and private sector.

The [Wellington Regional Trails for the Future Framework](#) (WRTF) 2017 recommended that the concept of the WFTTN be developed as a 'signature trail' for the Wellington region. Signature trails are outstanding trails that attract visitors and achieve recognition for the region as a trail destination and provide a focal point for regional residents.

The Wairarapa Economic Development Strategy (WEDS, 2018) vision - *The Best of Rural and Urban Living* is about retaining "values" (quality of life, sustainable lifestyle, emotional health) and increasing "value" (of income, affordability of living) of the economy. The strategy recommends a focus on the development of the Wairarapa Five Towns Trail Network to meet the specification of multi-season, multi-day and regular returns, with at least some having a commissionable component. Other recommended and complementary activity to the trail includes the Martinborough Dark Sky experience, value-added food and beverage, and iwi, hapū and marae-based economic opportunities based around Wairarapa Moana.

The Wairarapa Trails Action Group (WTAG) has now been tasked with overseeing the trail project. This group is governed by the three local District Councils, with a clear mandate to coordinate trail development and management, as well as cycling activities within Wairarapa. Representation of the group includes Council elected members, Council staff, Destination Wairarapa, Greater Wellington Regional Council (GWRC), Trails Wairarapa Trust, Department of Conservation (DOC), and Greytown Trails Trust.

Prior to the development of WTAG, several trail groups and interested parties were working with strong intent but often at either cross purposes or without adequate reference to each other. WTAG has strengthened the coordination and strategic intent of the interests in trails in Wairarapa.

2.2 Tourism in Wairarapa

Like every destination in New Zealand and globally, the impacts of COVID-19 have been felt, in Wairarapa in terms of the visitor economy. The shift to domestic short stay holidays has been significant. International travel is unlikely to begin globally until 2023. This brings opportunity for destinations to re-imagine their experiences, and the way in which they position themselves in the marketplace.

It is appropriate that Destination Wairarapa is in the process of renewing the Destination Management Plan (DMP) at the time of this plan's development. The DMP is a blueprint for growing the benefit from tourism.

Positioning and Promotion

Wairarapa is defined by its natural landscape of ranges, valleys and rivers, the lake, and the coast, in addition to its rural towns and rural lifestyle.

The current destination position of Wairarapa is based on family experiences, coastal landscapes, and boutique wine and food producers – the latter driven mostly by the towns of Martinborough, Greytown and Featherston in addition to Gladstone. Carterton is seen as the arts hub of Wairarapa, home to authors, illustrators and painters, and Masterton is positioned as a value for money, family, and corporate destination with outstanding lifestyle benefits.

Destination Wairarapa is revisiting the region's branding based on the principle of 'not far' in terms of accessibility from Wellington, travelling within the region, and from friends and family connections living locally.

Wairarapa has a strong partnership with Wellington NZ. Activity includes promotion of Wairarapa in Australia, and online (WellingtonNZ.com) through day trips /exploring the region, events (e.g., Wairarapa Balloon Festival, Toast Martinborough), meetings, pre and post event itineraries and accommodation. Key themes include wineries (including restaurants, accommodation, wine tasting and bike tours), villages (for food, boutique shopping, art), and the wild coast.

As a direct outcome of the Wellington Regional Trails Framework, 'Find Your Wild' has been adopted as the broader regional trails brand. This is promoted through the Wellington Region trails forum in addition to RTOs.

Wairarapa is home to several high-profile properties and wineries with well established brands (e.g., Wharekauhau luxury accommodation, Palliser Estate Wines, Martinborough pinot noir).

Tourism New Zealand (TNZ)¹ promotes Wairarapa as a rural, off the beaten track destination, focusing on villages, natural attractions, wineries and related events,

and the Classic New Zealand Wine Trail. The trail runs from Hawke's Bay in the North Island to Marlborough in the South Island - with stops in Wairarapa and Wellington along the way (State Highway 2). Usage has been higher with international visitors, but this may change post COVID-19, with New Zealanders looking for additional holiday experiences (replacement for overseas holidays).

Internationally TNZ's target market is Active Considerers – those already considering a holiday in New Zealand. They tend to be higher income earners, are drawn to New Zealand for landscapes and scenery, generally travelling as a couple.

A domestic marketing team has recently been set up within TNZ as a direct impact of COVID-19. Indications are that the initial target market segments for a domestic consumer marketing campaign will be focused on "family holidays, short breaks, and passion points like skiing or cycling".²

Experiences

Wairarapa experiences are currently based on wineries and boutique shops, family-based activities, and natural landmarks.

There are some interesting developments around Wairarapa Moana including dark skies/ star gazing, and app-based interpretation on a category one listed world war site on a farm near Featherston by Heritage New Zealand.³

Key attractions in the wider region include Pūkaha National Wildlife Centre (Taranaki District), the Remutaka Cycle Trail, the Taranaki, Remutaka and Aorangi Forest Parks, coastal Riversdale, Castlepoint, and Lake Ferry village.

¹ www.newzealand.com

² <https://www.tourismticker.com/2020/05/12/tnzs-spreitzer-level-1-moment-of-truth-for-domestic-tourism/>

³ <https://mch.govt.nz/news-events/news/heritage-recognition-wairarapa-military-site>

The top experiences⁴ rated by visitors to the Wairarapa based on TripAdvisor are:

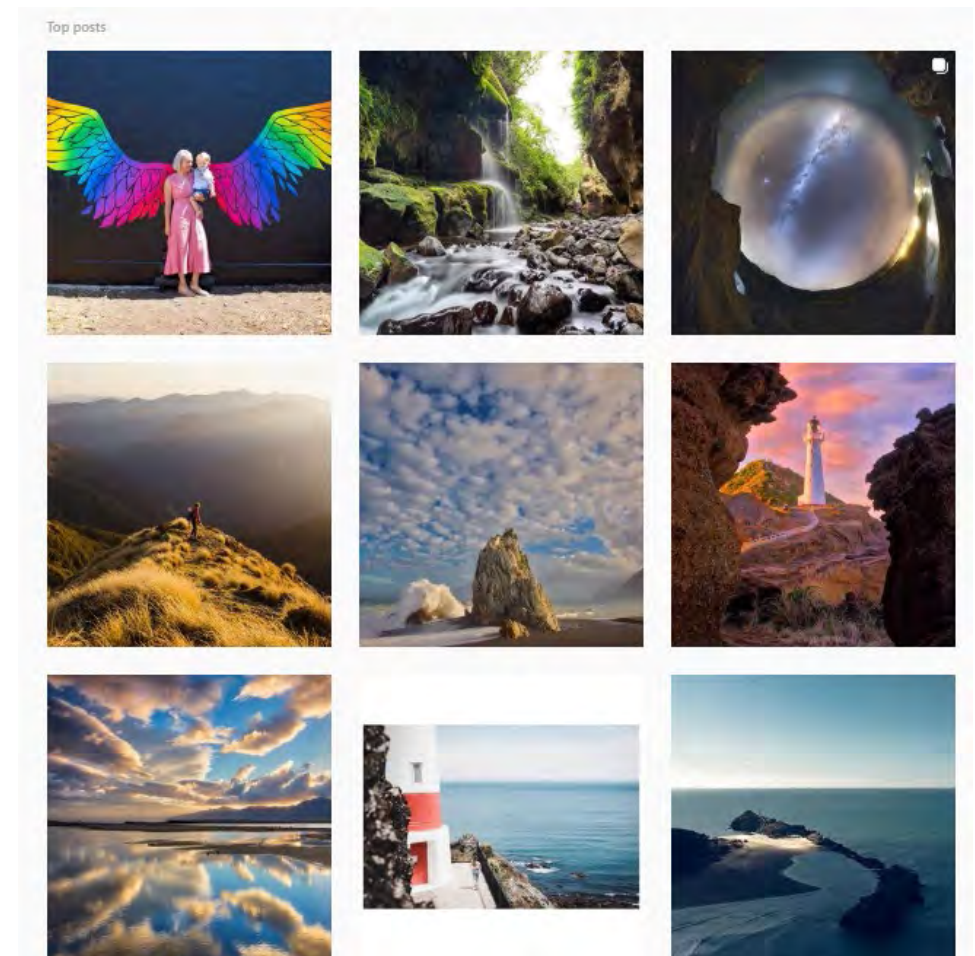
- 1 Martinborough cellar doors (self-guided, bike tour and guided)
- 2 The Alpaca Place (Masterton)
- 3 Castlepoint Lighthouse
- 4 Cape Palliser Lighthouse
- 5 Cobblestones Museum (Greytown) 120
- 6 Pūkaha National Wildlife Centre
- 7 Stonehenge Aotearoa (Carterton) 147
- 8 Queen Elizabeth Park (Masterton)
- 9 Martinborough Brewery
- 10 C'est Cheese (Featherston) 80

Visitors from Wellington, Auckland, Australia, UK, US, Europe and other NZ.

Experiences also popular with locals:

- 11 Henley Lake (Masterton) 100
- 12 Fensham Bush Reserve (Carterton) 24
- 13 Waiōhine Gorge suspension bridge (Carterton) 13
- 14 Greytown Woodside Trail 33

Figure 2. Top Posts on Instagram for #Wairarapa



Source: Instagram

⁴ Number of reviews and ranking

Visitor Segments

Current visitor markets to Wairarapa are driven by Wellingtonians visiting friends and relatives in Wairarapa, or they own a holiday house in the area. They are trendy / tech savvy, coming for family activities, events, nature-based activities (tramping and visits to the coast), and boutique products/experiences (e.g., cheese, wine, shopping). These visitors generate a lot of positive word of mouth referral.

The Wellington visitor is also sought after by most other destinations in the lower North and upper South Islands. The key regional competitors to Wairarapa in terms of target markets would be Hawkes Bay and Marlborough who hold strong market positions for domestic visitors who cycle and participate in food and wine.

Other visitor segments include:

- Weekends away by groups of females from Wellington, with activities based on spa treatments, wineries, food and beverage, shopping, and potentially a trip to the coast
- Weddings, hen and stag weekends, plus other events. There were at least 32 organised weddings by one operator last year, with just under half being international
- Families from Wellington, especially visiting and staying in Masterton
- Small conferences - including directors of companies visiting with spouses
- General leisure visitors from Auckland (other New Zealand) and Australia for a short break/ weekend away or a day trip from Wellington
- Touring groups - only a few tour operators visiting on a regular basis.⁵

⁵ Destination Wairarapa

Also, of relevance to the Wellington region, approximately 38,000 visitors from Australia flew direct into Wellington for the year ending June 2017. Seventeen percent of Australian overnight visits and eight percent of Australian visitor spend was in Wellington region. In terms of activities participated in, seven percent of Australian visitors cycled, 73 percent walked/hiked, and 23 percent participated in a food and wine-based activity whilst in New Zealand. Their preferred method of travel is self-drive, and they have a high repeat visit rate.⁶

Re-established direct flights from Australia into Wellington is likely to see significant opportunity in this market.

2.3 Existing Wairarapa Trails

Wairarapa has extensive walking trails, mainly situated in the Tararua, Remutaka and Aorangi Forest Parks, but only a limited number of multi-use and cycle-based tracks and trails. It is difficult to put an exact distance on the existing trail network, but it is likely in the order of 50 km of off-road trails.

Cycle trails

There are two trails in the region that are part of the national Ngā Haerenga - the New Zealand Cycle Trail – the Remutaka Cycle Trail, which is one of only 22 National Great Rides, and the Wairarapa Valley Cycle Way, which is part of the Heartland collection of rides. The Wairarapa Valley Cycle Way is discussed in the road component of this section.

The Remutaka Cycle Trail starts on the edge of Wellington Harbour, winds up the Hutt Valley before climbing over the Remutaka Ranges, through South Wairarapa, and around the rugged coast back towards Wellington. The trail can be ridden in either direction, has multiple access points, and can be tailored into shorter day rides. The trail takes approximately two to three days to ride and five days to walk.

⁶ Tourism New Zealand Australia Visitor market information April 2018, based on International Visitor Survey YE June 2017 and International Visitor Arrival YE Sept 2017; and Key insights YE Dec 2019

The Remutaka Cycle Trail can link to Featherston from Cross Creek via the Western Lake Road verge - an off-road trail. This connection requires maintenance⁷. From Featherston the trail can link up with the Wairarapa Valley Cycle Way.

Remutaka Cycle Trail partners are currently drafting a long-term experience development plan for the trail. This will detail collective projects to enhance the trail experience for users and realise the potential of the trail for the community and region – including further trail and business development, marketing, and sustainable funding.

The trail is estimated to generate \$4 million per year in revenue for the region from around 100,000 visitors to the various parts of the trail. Visitor spend and stays directly attributed to the trail and businesses are supplying new tourism infrastructure to support cyclists on and around the trail.⁸

Recent counter data on the Remutaka cycle trail indicates that the number of visits to Cross Creek over the previous year were 76,428 and Lake Wairarapa 2088.⁹

Savings from decreased mortality rates were estimated at \$756,984 for domestic non commuters and \$146,166 for commuters based on 2015 usage data.¹⁰

The Greytown Rail Trail to Woodside is a scenic 5km walking and cycling track along an old railway line connecting Greytown's quieter streets to the nearest train station at Woodside. The trail reportedly has high usage by locals and visitors and receives high user satisfaction.

Design and consenting are underway for the Tauherenikau Bridge¹¹ in South Wairarapa. When complete, the trail will link to the Woodside trail, thereby providing approximately 15 kilometres of trail linking Featherston to Greytown.

Local recreation trails

Masterton has a network of approximately 15 kilometres of interconnected multi-use urban trails. These include Henley Lake and Wetlands, Lansdowne Trail, and Waipoua River Trail. Trails are predominantly lime with connections through footpaths.¹² Figure 4 provides the map of the current Masterton trail network.

Road Use

Road use for cycling in Wairarapa exists across many of the quieter country roads often managed by local Councils. Improving the safety and amenity of cyclists is a stated objective of this plan.

Use of the State Highway 2 for cycling or other uses is not recommended.

The Wairarapa Valley Cycle Way connects Masterton with Wairarapa Moana (via Gladstone and Martinborough) and on to the Remutaka Cycle Trail or across to Featherston. The trail also heads north from Masterton on Route 52 towards Hawkes Bay, or connecting with the Tararua Traverse towards Palmerston North (sections currently closed).

The Wairarapa Valley Cycle Way is 67 kilometres long, takes approximately four to six hours to ride and is mostly on quiet backroads.¹³ Feedback from local residents is that this road is not quiet, there is heavy use by logging trucks, and trail signage is not obvious. Cycle tour operators who use this road have indicated that clients have not been too negatively affected by these logging trucks to date.

⁷ Trails Wairarapa Trust combined presentation to Council 2015

⁸ <http://www.huttcity.govt.nz/Your-Council/Projects/cycleways-and-shared-paths/Rimutaka-cycle-trail/>

⁹ NZCT and BeCounted technology Ltd. Data selection is the year to 29 February 2020 to avoid the Covid19 impacts on March and April 2020. Includes all directions – return trip users will be double counted.

¹⁰ MBIE (2016) Ngā Haerenga The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs (Statscience research)

¹¹ <https://greytownrailtrail.org.nz/news/chairs-update-on-the-tauherenikau-bridge-project-v1-0/>

¹² https://wairarapanz.com/sites/default/files/image_library/PDF/Recreational%20Trails%20Brochure-min.pdf

¹³ nzcycletrail.com

Figure 3. The Heartland Ride from Masterton to Wairarapa Moana

With stunning Wairarapa views, wine-tasting and plenty of rural charm, this is a pleasant touring route between Masterton and the Remutaka Cycle Trail.

Heading southwest from Masterton, the trail passes through Gladstone and Martinborough, both known for their vineyards and country hospitality, while long stretches of quiet road will give you plenty of opportunity to soak up the panoramic views.

The trail ends near the shore of vast Wairarapa Moana (Lake Wairarapa), where it intersects with the **Remutaka Cycle Trail** at Western Lake Road. This road also leads north to Featherston town and the train to Wellington.

Source: NZcycletrail.com

Bike parks

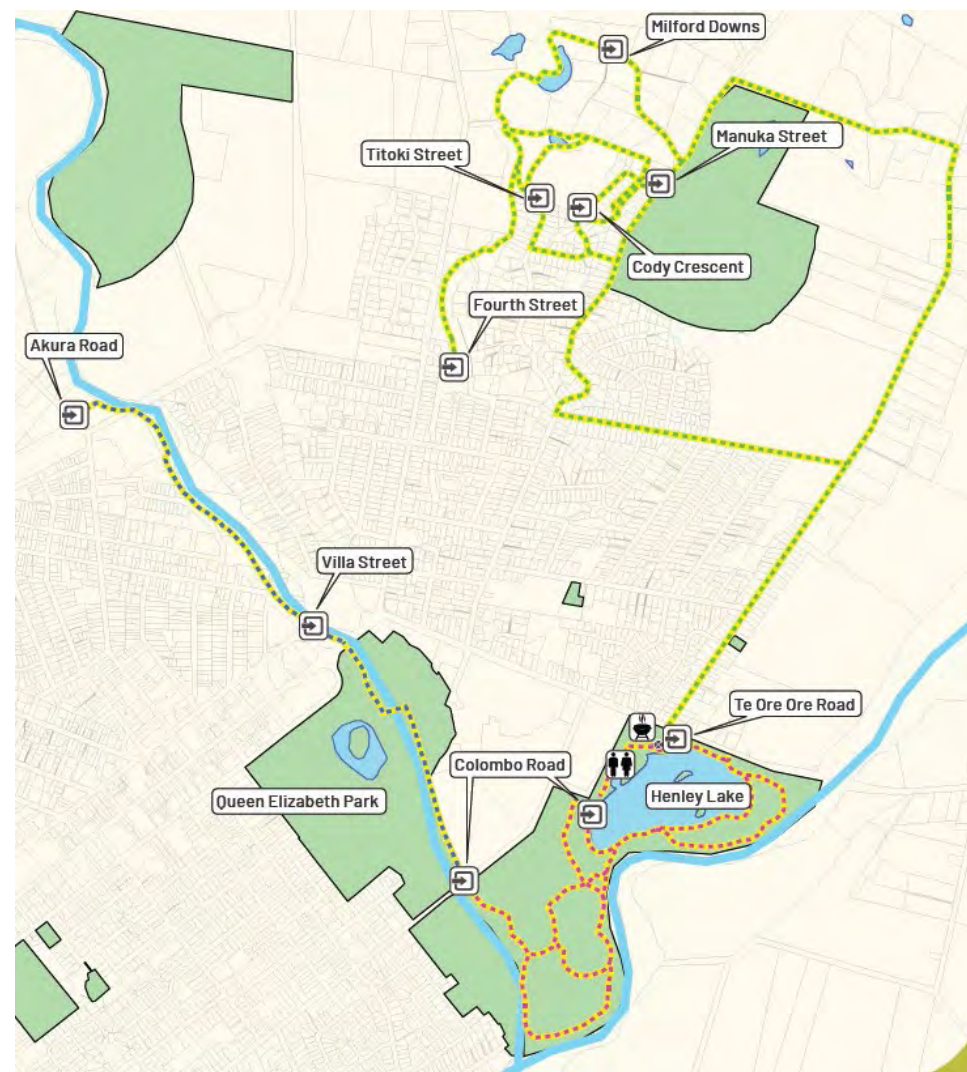
Rivenrock is a privately owned, purpose built and professionally designed mountain bike park for all levels of mountain bikers. Located close to Mt Holdsworth on a 500-acre farm with stunning views of the Tararua Ranges, the park has a network of trails to suit riders of all styles and ability with beginner, intermediate and advanced tracks.

Carterton Mountain Bike Park is located close to Carterton township on council owned land. It has over two kilometres of grade 3 trails and a small skills area. There is also a 3.7 kilometre ride up to Mt Dick summit on Department of Conservation land close by with views over the Wairarapa valley.

Dedicated horse-riding park

Dalefield Horse Riding Park is a member only park nestled in Carterton District Councils Kaipatangata Forest Block. It is a safe, vehicle free space to enjoy a ride with friends with various trail options for approx 2-4hr rides.

Figure 4. Masterton urban recreational trail (existing)



3 The Strategic Alignment Framework

3.1 National Tourism Strategic Context

Tourism 2025 and Beyond

This provides a clear pathway towards a sustainable tourism industry for Aotearoa, New Zealand. It has been created by industry for industry and places the value firmly on communities, individuals, the environment, the economy and visitors. The vision for the framework is “Growing a sustainable tourism industry that benefits New Zealanders.”

The Framework has four key goals:

- Make sure our visitors are having great experiences
- Make sure our communities are happy with and benefitting from tourism
- Make sure our environment benefits from tourism
- Bring economic success.

New Zealand/Aotearoa Government Tourism Strategy

The Government wants tourism growth to be productive, sustainable, and inclusive. The goals of the New Zealand/Aotearoa Government Tourism Strategy are:

- Tourism supports thriving and sustainable regions
- Tourism sector productivity improves
- New Zealand-Aotearoa delivers exceptional visitor experiences
- Tourism protects, restores, and champions New Zealand-Aotearoa’s natural environment, culture, and historic heritage
- New Zealanders’ lives are improved by tourism.

3.2 Land Managers, Tourism Organisations and Regulatory Agencies

A full list of relevant plans and agencies is contained in Appendix A.

Destination Wairarapa

Destination Wairarapa is the Regional Tourism Organisation (RTO) for the Wairarapa. The role of the RTO is to attract more visitors to stay longer and spend more – growing Wairarapa’s tourism revenue while shallowing the low to high season troughs.¹⁴

The role also includes working with operators to improve their offer and to grow their businesses.

WellingtonNZ

WellingtonNZ is the Regional Tourism Organisation (RTO) and the greater Wellington Region’s economic development, events, and promotions agency responsible for the marketing of the Greater Wellington region as a destination to visit, stay, live and play. They receive funding from both the Wellington City and Greater Wellington Regional Council. The organisation supports businesses to build capability, invests in events to host, runs civic venues for the city of Wellington and is also responsible for destination development and marketing.

¹⁴ Wairarapanz.com – Destination Wairarapa Website.

District Councils – South Wairarapa, Carterton and Masterton

The District Councils are the regulatory and policy unit of local government with the land management and economic development responsibilities for their districts. They deliver a range of services to the community and within Wairarapa work closely on matters of mutual interest.

Greater Wellington Regional Council

Greater Wellington Regional Council has eight territorial authorities within its boundaries. Greater Wellington Regional Councils responsibilities include the management of natural resources for the benefit of the whole region, essential community services such as land-use and river management. Various Acts of Parliament such as the Local Government Act 2002 and the Resource Management Act 1991 provide the council with a framework for its activities.

Department of Conservation

The Department of Conservation (DOC) plays an important role within Wairarapa both for the tourism industry and the broader community. DOC manages significant reserves in Wairarapa for both conservation values and for visitors to enjoy nature and culture.

Waka Kotahi (New Zealand Transport Agency)

Waka Kotahi are accountable for among other things, maintenance of the State Highway system. For the WFTTN, Waka Kotahi is particularly important as the manager of State Highway 2 – running through four of the five towns in Wairarapa. State Highway 53 also runs from Featherston to Martinborough and is managed by Waka Kotahi.

Waka Kotahi also provides national cycle and trail strategy works.

KiwiRail

KiwiRail is the National rail authority moving approximately 25% of New Zealand's exports and transporting more than one million tourists, while also enabling over 34 million commuter journeys each year.¹⁵

Importantly KiwiRail have control over the rail line and easement that dissects Wairarapa from Featherston to Masterton. The train is vital for Wairarapa for a freight and passenger service linking Wellington to the region.

3.3 District Councils

Long-term plans (LTPs) set the direction for council's budgets over 10-year periods. Councils must prepare LTPs every three years, in consultation with local communities. Annual Plans outline the short-term specifics that are needed in order to achieve LTPs, and identify the activities, and resource required to deliver the plans and where those resources might come from.

Plans are drawn from council strategies which can include Path and Trail strategies and plans, as well as stakeholder and community input.

¹⁵ [Kiwirail.co.nz/what-we-do](https://www.kiwirail.co.nz/what-we-do)

3.4 Wellington Regional Trails for the Future

The framework¹⁶ provides the culmination of collaboration between the following:

- Kāpiti Coast District Council
- Porirua City Council
- Wellington City Council
- Hutt City Council
- Upper Hutt City Council
- Carterton District Council
- Masterton District Council
- South Wairarapa District Council
- Greater Wellington Regional Council
- Department of Conservation (Regional branches)
- WellingtonNZ

The plan is also supported by Destination Wairarapa and several other agencies and community groups.

The plan forms a framework for prioritising the trails of the region – both existing and planned. Trails are classified into three categories as show in Figure 5.

The plan stipulates that success will be achieved when all partners work towards delivering the recommended actions with the outcome being for visitors and residents having trail-based experiences in the region’s outdoors and other great attractions through the trail network.

Figure 5. Trail Categories

Signature Trails

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.

Regional Trails

Significant trails that form the core of the trail network and provide quality experiences for residents and visitors and attract users more familiar with the area or wanting less popular experiences.

Local Trails

Trails that primarily service local communities. Local trails are important for everyday health, wellbeing, connectivity, and amenity

The plan’s principles, vision and actions have driven the development of this Master Plan, with the Wairarapa Five Towns Trail Network listed as a signature trail.

The vision for the Wellington Region’s trails is:

“Connecting our people with inspiring adventures”

¹⁶ Wellington Regional Trails for the Future. 2017. TRC Tourism for Wellington City Council

To achieve the vision, the following principles have been adopted.

ACCESSIBILITY Trails are easily reached by residents and visitors and provide opportunities for a range of demographics and abilities and user types.	COMMUNITY BENEFIT Trails meet community health and wellbeing needs and aspirations and complement and promote the region's lifestyle and vibrant culture.
COLLABORATION AND CONSISTENCY Trail managers, industry and communities collaborate in delivering trails experiences in a consistent manner throughout the region.	CONNECTIVITY There are appropriate connections to communities and visitor hubs and between trails to enable a range of trail experiences and journeys.
DIVERSITY The regional trails network offers a range of different opportunities and events for residents and visitors, with a number of leading, world's best experiences.	IMPORTANCE OF RESOURCING Adequate resourcing of trail development and management is needed for a quality, sustainable trail network
ECONOMIC CONSIDERATION Opportunities are realised for trails to support growth in regional visitation, tourism yield, business, jobs and attracting people to live in the region.	EVIDENCE BASE Effective monitoring and evaluation is undertaken to assist sustainable management and adaptation to future changes.
NATURE AND CULTURE Trails showcase, interpret and conserve the region's distinctive landscapes and natural and cultural assets.	QUALITY INFRASTRUCTURE Trails are fit-for-purpose and developed and managed for safe, enjoyable and sustainable use.
SUSTAINABILITY Long term environmental, social, economic and cultural considerations are taken into account in trail planning, development and management.	STEWARDSHIP AND RESPONSIBLE USE The community, user groups and industry are engaged in improving and caring for trails. Trails are used in a responsible manner with respect for the safety and needs of all users.

The framework makes the following recommendation regarding the Wairarapa Five Towns Trail Network:

Why it Meets the Signature Trail Criteria:

While currently in development and planning phase, this has the potential to be a significant new experience readily accessible from Wellington City and offering a great experience for the Wairarapa. It will provide for short breaks and Wellingtonians wanting overnight or weekend stays and will eventually link the scenic and food and wine rich Wairarapa region to the Remutaka Cycle Trail.

What Needs to be Done:

The Five Towns Trail Trust will provide a strong leadership role in planning and development of the trail.

Bridge infrastructure is key to crossing the rivers, and some other trail work and road alignment will be required.

Promotion will occur through Destination Wairarapa and WellingtonNZ Destination and Marketing.

4 Developing Great Trails and Trail Destinations

4.1 Who Uses Trails

Trails can be designed for various users.

Trails provide outdoor recreational opportunities for local communities, contribute to health and wellbeing, and provide valuable and safer commuting alternatives.

Trails can cater for tourism in the form of leisure visitors, visiting friends and family, corporate team building and incentives, and events attracting participants. There is often an opportunity to provide interpretation and education in areas of natural, cultural or historical value along the trail.

Trail users anticipate ease of information and planning, access, high quality regularly maintained infrastructure, facilities and services, and complementary packaged options including accommodation, food and beverage, shuttle transfers, and other value-add activities. It is important that the user experience is central to each element of trail design and management.

The desire to experience more of a destination at a relaxed and unhurried pace is making a comeback. Advancing technologies, busy lives and time-starved people translates to another trend where travellers opt for “slow travel”. That is, they want to travel less and see more, rather than packing in as many places to visit in a short space of time. As trails can be broken into smaller and more manageable sections to complete, this can also encourage visitors to stop, stay, spend and return. Visitors are also seeking genuine engagement with local people and learning about or experiencing their way of life.

Research on the Ngā Haerenga; New Zealand Cycle Trail in 2015 found that:

- around 1.3 million people used the 22 Great Rides
- around 86.5% of users were New Zealanders and 13.5% were international visitors
- about 83% were cyclists and walkers and about 17% commuter cyclists of all ages who used the trails in a variety of ways
- the ratio of cyclists to walkers/runners is 70:30 per cent (as estimated by trail experts)¹⁷
- the domestic visitors using these trails tended to be families and younger people on weekends and people in older age groups during the week.¹⁸

More recent counters installed on the trails are now able to differentiate between mode.¹⁹ Some percentages are provided in the local trails and case studies sections of this report.

Collecting information on trail users (e.g., numbers, mode, demographics, spend) is hugely valuable in the ongoing planning and development of trails.

¹⁷ MBIE (2016) Ngā Haerenga NZ Cycle Trail Evaluation Report

¹⁸ Ministry of Business, Innovation & Employment (2013). Nga Haerenga – The New Zealand Cycle Trail Evaluation Report.

¹⁹ NZCT and Be Counted Technology Ltd

4.2 Benefits of Trail Use

Many community groups and businesses are now recognising that their local trail is a substantial piece of infrastructure that they can obtain additional benefits from. For example:

Community & Social Benefits

Providing opportunities for families, friends, and the broader community to interact together enriching quality of life and developing community pride.

Economic Benefits

Increased tourism revenues, greater business investment and enhanced property values.

Educational Benefits

Providing an outdoor classroom for physical activity, sport, nature, culture, and history.

Environmental Benefits

Understanding of our natural heritage and encouraging stewardship of the environment.

Health & Fitness Benefits

Improved health and physical well-being for both individuals and communities, reduced health care costs and enhanced productivity.

Heritage & Cultural Benefits

Recognition and respect for Indigenous culture and historical values.

Taking the New Zealand Cycle trail evaluation 2015 as an example, for every dollar spent on the trails, it was estimated that there was approximately \$3.55 of annual benefits generated, a cost benefit assessment ratio of 1:3.55.²⁰

²⁰ MBIE (2016) Ngā Haerenga The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs (Statscience research)



4.3 Characteristics of great trail networks

While a destination may have a world class trail, it is the combination of trails and overall visitor experience that creates a trails destination that residents are proud of and visitors seek out.

The characteristics of what makes a great trail include:

- Clear point of difference for the trail experience that is well communicated through marketing
- High market profile within the destination
- Complementary nature/culture/historic based attractions, products, and infrastructure in the region
- Opportunities to stop and explore are key attractions offered by the trail
- Ability to cater to both independent and guided walkers / riders
- An experience that offers a level of exclusivity and avoids high volume nodes or trails
- A quality, seamless experience with ease of information, booking and accommodation
- Level of challenge and distance that is geared to consumer preferences

The influencing features when choosing and planning to ride a trail include²¹:

- Spectacular landscapes and scenery
- Easy access to practical information converting general interest into actual participation
- Trail passes cafes/ restaurants / vineyards to stop at
- Passes through towns you can stop and explore
- Follows historic routes
- Offers trail features such as suspension bridges
- Itineraries that combine days of cycling with days doing other activities
- Preference for off-road routes

In the case of Wairarapa, the features that make the region special include the rivers, wineries, and village like atmosphere that make the region so liveable.

²¹ New Zealand Cycle Trail Inc presentation 2016 and TRC Tourism market research

4.4 Trail Markets for Wairarapa

This section of the master plan articulates the likely user markets for the WFTTN. The markets are deliberately kept at a broad level, as the purpose of determining the market segments is to aid in the development of the network. The network sections are also determined through geography and the constraints and opportunities that the landscape and existing towns provide. This includes such elements as the potential river crossings of Wairarapa's main rivers.

The following table divides users into visitors and residents/Wairarapa community members and describes each market segment.

Table 3. Table of users and their experience needs and preferences

MARKET	DESCRIPTION	EXPERIENCE NEEDS AND PREFERENCES
Regional Residents		
Walkers and Hikers	<ul style="list-style-type: none"> Wide range of users and ability levels including people using trails for exercise, walking their dog, commuting, relaxation and leisure activities. Some groups using shared trails, rail trails and local paths, some seeking nature and adventure experiences in the region's outstanding scenery and visitor attractions. 	<ul style="list-style-type: none"> Safe short trails for daily use. A range of all-ability access trails. Short to long trails for weekend leisure activities both close to town centres and within easy travel from home. Appealing destinations including wineries. Linked to nearby activities, attractions. Short to long trails in a variety of locations at a range of distances. Accessible trailheads with adequate parking and facilities including toilets. Regional residents often seek areas away from the busy tourism hot spots in peak periods to continue to enjoy their local area highlights. Wairarapa has a variety of trails that can be used when some areas are busy (i.e., Greytown and Martinborough are often busy).
Trail Runners	<ul style="list-style-type: none"> People running on trails for exercise, training for events and for adventure. 	<ul style="list-style-type: none"> Range of short and long trails in and near town areas, parks, and reserves, and along river corridors Challenging backcountry trails for extended running (outside the scope of this brief). Connected trails suitable for running events into the future including a possible Five Towns events. Range of participative and competitive trail running events.
Road Cyclists	<ul style="list-style-type: none"> Generally, people riding for fitness and social interaction with like-minded cyclists. 	<ul style="list-style-type: none"> Ride on road and in packs or bunches Safer roads and road verges – this group generally does not ride on trails Smoother surfaced roads as the style of bike leans toward more expensive road bikes with narrow tyres Adequate distance between coffee and food stops that varies between 20 and 40 kms The Wairarapa Five Towns Trail Network is generally not designed for road riders.
Leisure Cyclists	<ul style="list-style-type: none"> Wide range of users and ability levels including people cycling for exercise, commuting, relaxation and leisure activities and touring. This group generally includes 'road riders' 	<ul style="list-style-type: none"> Safe cycling on shared use trails for daily use. Short to long cycle trails for weekend leisure use both close to population centres and at visitor hubs within easy weekend travel from home. Appealing destinations. Linked or nearby activities, attractions, and accommodation such as wineries, cafes and good food. Some may require bike hire or transport services. Accessible trailheads with adequate parking and facilities such as the Greytown to Woodside Rail Trail. Would consider riding one way and returning on the train subject to train timetables and trail locations.

MARKET	DESCRIPTION	EXPERIENCE NEEDS AND PREFERENCES
Mountain Bikers (Use of a purpose-built mountain bike on purpose-built trails, shared trails, or other off-road trails.)	<ul style="list-style-type: none"> Children and families seeking a safe entry level or skills development experience. Riders in the young adult to middle age groups. Experienced local riders who have ridden for many years in the region, and who continue to contribute to the trail network through building, maintenance, and other activities. 	<ul style="list-style-type: none"> Trails and bike parks accessible from population centres and together offering a range of trail types. Inter-connected trail networks offering a range of difficulty levels and technical challenges. Ideally offering at least a day's riding. Skills parks and technical trails. Participative and competitive events. Trailheads with appropriate facilities including car parking, bike wash-down, food services, shuttle transport. A range of trails accessible for shorter 1 to 4 hour rides near places of work and living. Trails generally for the local user market although will travel more broadly to key trails regionally and will travel nationally for longer weekend breaks and short holidays. Some feature rides that might include long descents, well designed and constructed features, outstanding scenery, and other features. Diversity of offerings.
Horse Riders	<ul style="list-style-type: none"> Likely to be members of local horse-riding clubs Independent riders riding with family groups or other friends. 	<ul style="list-style-type: none"> Bridle trails accessible from horse agistment areas/ equestrian centres or with adequate horse float parking and unloading facilities. Further dedicated bridle trails with the appropriate facilities.
Domestic Visitors		
General Visitors	<ul style="list-style-type: none"> People on a holiday or visiting friends and relations. For Wairarapa, this is likely to be shorter easy to access trails near the towns of Wairarapa, or close to Wairarapa Rivers or other scenic features. 	<ul style="list-style-type: none"> Trails of different types to or at points of interest suited to a range of abilities. Something different to do while on holiday. Equipment and bike hire. Short-guided tours. Easily available information and packaged tours/product to provide the experience in an easily accessible way. Picnic and toilet facilities close to the trail so that the stop can be an enjoyable one and made easy for them.
Soft Adventure	<ul style="list-style-type: none"> Families, adult couples, and retired people seeking trail activities of one or more days in duration. Some may visit the region specifically to undertake a particular trail. 	<ul style="list-style-type: none"> Trails packaged for journeys of one or more days. Guided or self-guided tours or packages, accommodation, linked activities. Mountain bike parks with variety and/or iconic rides. Transport, accessible trailhead, equipment, and bike hire. Good pre-trip information and booking. Engaging, immersive interpretation. Generally good facilities nearby for food and beverage after completing the trail adventure.

MARKET	DESCRIPTION	EXPERIENCE NEEDS AND PREFERENCES
Mountain Bikers	<ul style="list-style-type: none"> › Riders in the young adult to middle age groups plus active families who may visit the region specifically to ride a particular trail or bike park. › Club members on trips. 	<ul style="list-style-type: none"> › Trail networks and bike parks that offer a range of trail type and difficulty levels. › Iconic and challenging rides. › Multi day epic trail with support services to make experience more accessible. › Trailheads with appropriate facilities including car parking, bike wash-down, food services, shuttle transport. › Bike hire and repair services. › Good pre-trip information and booking. › Accommodation and transport that is bike friendly, allowing for washing, storage, and access to bikes.
Education Groups	<ul style="list-style-type: none"> › Schools, outdoor education, and youth groups from within and near the region. 	<ul style="list-style-type: none"> › Guided or self-guided walking, tramping, cycling, mountain biking or horse-riding experiences that offer environmental or cultural learning, outdoor skills development, challenge, and team building opportunities. › A range of trails will be needed suited to different ages and skills. › Nearby accommodation and education facilities suited to school and youth groups. A number of educational 'camps' provide some basis for exploring outwards from these. › Trails experiences may be part of longer learning products or packages. › Good pre-trip information and booking. › Engaging, immersive interpretation.
International Visitors (Noting the impacts of COVID- 19 on international markets may mean these groups do not impact the network for some years post 2021.)		
Cycle/ Mountain Biking Tourists	<ul style="list-style-type: none"> › Mainly visitors from Australia, UK, USA, Germany, Canada, Netherlands aged from young adult to people in their 50's and 60's, travelling alone or with a partner. 	<ul style="list-style-type: none"> › Iconic and challenging rides and trail journeys. › Outstanding trail networks and bike parks that offer 2 to 3 days riding and a range of trail type and difficulty levels. › Multi day trail with support services to make experience more accessible. › Trailheads with appropriate facilities including car parking, bike wash-down, food services, shuttle transport. › Bike hire and repair services. › Accommodation and food and beverage appropriate for people travelling long distances for an outstanding experience. › Good pre-trip information and booking. › Signature events.



5 The Future of Trails in Wairarapa

5.1 Vision, Principles and Goal

VISION

“Wairarapa Five Towns Trail Network is recognised as a must do in Wairarapa – the best way to experience and connect with our people and places.”

Wellington Regional Trails Framework Vision:

Connecting our people with inspiring adventures

GUIDING PRINCIPLES

The following guiding principles will apply to future work designed to grow and improve the WFTTN. While developed specifically for Wairarapa, they align with the principles contained within the Wellington Regional Trails Network.

Market Driven	Connected and Accessible	Brand Aligned and Deliver on Positioning	Benefiting the Community	Sustainable	Quality	Collaborative Governance and Resourcing
<p>The development of trails must meet the needs of identified broader markets.</p> <p>The predominant market need is for grade 1 and grade 2 off-road trails that are relatively flat, open, and accessible.</p>	<p>Trails must be easily accessible to residents and visitors alike.</p> <p>Trails connect with each other providing loops and avoiding end to end experiences.</p>	<p>Trail design and location delivers on the brand and positioning for Wairarapa.</p> <p>Storytelling and connecting the villages and experiences with a design that reflects Wairarapa.</p>	<p>Trails meet community needs including providing access to community assets, connecting people and delivering opportunities for improved health, well-being and economic development.</p>	<p>The trail and associated facilities should exemplify sustainable practices including use of materials, energy efficiency in building and toilet operations.</p>	<p>The trail and associated facilities and infrastructure must be built on the principles of quality and consistency across trail managers – to match the natural and cultural experiences on offer in Wairarapa.</p>	<p>The trail network will be collaboratively governed between the trail partners.</p> <p>Partners agree to resource the network appropriately.</p>

GOAL

To grow the community wealth through developing outstanding trail-based experiences, and to provide for improved liveability and health outcomes for residents and visitors alike.

The implementation of the vision and goals will be aligned to the principles outlined above and will be in accordance with the delivery framework outlined in this document as section 11 and as summarised below.



5.2 Strengths, Weaknesses, Opportunities and Threats

The current most important strengths, weaknesses, opportunities and threats are provided below and are derived from stakeholder engagement, and expert opinion including evidence collected as part of this master plan development.

<p>Strengths</p> <ul style="list-style-type: none"> Wairarapa people, places, stories and landscapes lend themselves to the trail network development The river system of Wairarapa is a standout feature The proximity to Wellington provides a potential visitor market Willingness to work together among Government and the community to develop the network (i.e., WTAG) The train provides commuting and visitor access that other destinations do not have The five towns each have their own character and are in close proximity 	<p>Weaknesses</p> <ul style="list-style-type: none"> Working through project leadership and implementation Narrow roads and vehicle/truck speeds limits use of many Wairarapa roads for recreational purposes Some strategic parcels of land for trail corridors may not be available due to landowner consent issues Lack of paper roads in some parts of Wairarapa where trail corridors would be ideal Developing a consistent experience throughout Wairarapa Ongoing sustainable funding models for longer term trail planning and maintenance Accommodation availability in peak periods
<p>Opportunities</p> <ul style="list-style-type: none"> PSGEs, Rūnanga, Hapū and Marae involvement Getting a higher level of cooperation between TAs in Wairarapa Using the infrastructure for events and festivals Activating the trails with art, music, food wine and other activities Activating volunteerism in communities based around trails Link in with GWRC and KiwiRail with land use agreements Integration of this plan with Wairarapa’s new DMP Economic growth as a result of the trail network (i.e., jobs) 	<p>Threats</p> <ul style="list-style-type: none"> Other destinations more rapidly advance trails and experiences Access to private land prevents strategic corridors being developed Funding from TAs and central government may not evolve Ownership or governance of trails cannot be resolved / fails Climate change impacts including erosion and flooding External impacts on the visitor economy and / or the community The development timeframe for the network may be longer than ideal



6 Guidelines and Standards

6.1 Design Guide

The [New Zealand Cycle Trail Design Guide](#) provides a comprehensive description of trail design and construction standards and should be referred to as the primary resource for trail design, facility provision and trail treatment.

Grade 1 trails as defined in the guidelines generally have requirements as shown in Table 4 below. Generally, Signature Trails will be Grade 1 aligned to the markets likely to be using the trails. Experience Loops and Trails will generally be constructed to a minimum Grade 2 standard. In some places, and where demand or physical space permits, Grade 1 standard may be constructed.

Table 4. NZ Cycle Trail Design Guidelines – Grade 1 & 2



GRADE 1. DESCRIPTION

Description: Flat, wide, smooth, trail. Trail feels safe to ride. Ideal as a first ride for non-cyclists, and those wanting an easy gradient or experience. Trail allows for cyclists to ride two abreast most of the time and provides a social component to the ride. Cyclists will be able to ride the total distance of the trail without dismounting for obstacles.

Gradient: 0-2 degrees for at least 98% of trail; between 2 and 3 degrees for no more than 100 metres at a time, and between 3 and 4 degrees for no more than 10 m at a time. If the track is designed and promoted to be ridden predominantly in one direction, then the downhill can be steeper (up to 4 degrees for up to 100m). Sealed trails can be steeper (same as the equivalent Grade of on-road trail; see Table 13).

Width: 'Double trail' preferred = 2.5 m to 4 m for 90% of trail, where cyclists may ride side by side. 'Single trail' width of 1.5 m, with 1.2 m minimum. Horizontal clearances as in Section 3.4.

Radius of turn: 6 m minimum to outside of turn.

Surface: Compacted/stabilised base course, under a top coarse aggregate of maximum AP20 mm. The surface shall be smooth and even, and easy to ride in all weather conditions.

Watercourses: All water courses bridged

Bridge Width: Recommended bridge width of at least 1.5 m, absolute minimum width of 1.2 m with handrail/barrier to fall. The approach should be the same width as the structure for 10 metres.

Obstacles: None. No stiles. Cattle stops should preferably be at least 1.5 m wide, and minimum 1.2 m wide.

Length: 3.5-4.5 hours/day (30-50 km/day).

Barriers/Guard rails: Areas such as bluffs or bridges where a fall would result in death or serious harm require hand-rails.

GRADE 2. DESCRIPTION

Description: Some gentle climbs, smooth trail. Suitable for confident beginner riders, the trail is predictable with no surprises. Social component with riders able to ride side by side at times, but possibly large sections of single trail.

Gradient: 0-3.5 degrees for at least 95% of trail; between 3.5 and 5 degrees for no more than 100 metres at a time, and between 5 and 6 degrees for no more than 10 m at a time. If the track is designed and promoted to be ridden predominantly in one direction, then the downhill can be steeper (up to 8 degrees). Sealed trails can be steeper (same as the equivalent Grade of on-road trail; see Table 13).

Width: Between 0.9 m and 1.5 m for single trail and minimum 2.2 m for double trail sections with adequate clearances. Horizontal clearances as in Section 3.4.

Radius of turn: 4 m minimum with at least 5 m desirable to outside of turn.

Surface: Compacted/stabilised base course, under a maximum top coarse aggregate of maximum AP30 mm. The surface should be smooth and easy to ride in all weather conditions.

Watercourses: Watercourses bridged, except for fords with less than 100 mm of water in normal flow, which can be easily ridden. Surface should be as smooth as adjacent trail.

Bridge Width: Recommended bridge width at least 1.5 m, minimum width of 1.0 m with handrail/barrier to fall. The approach should be the same width as the structure for 10 metres.

Obstacles: Some rocks/roots/ruts that can either be avoided or are less than 50 mm high. No stiles. Cattle stops should be minimum 1.2 m wide.

Length: 4-5 hours/day (30-50 km/day).

Barriers/Guard rails: Areas such as bluffs or bridges where a fall would result in death or serious harm require hand-rails.

6.2 Trail Design and Construction

The following general trail design options are recommended. Further details on these options can be found in the New Zealand Cycle Trail Design Guide. **They are listed in priority order, with off-road trails being the most desirable trail option through to on-road being the least desirable.**

TREATMENT 1: OFF-ROAD TRAIL (ADJACENT LAND USE)

Where a trail cannot be formed in the road reserve it may be possible to locate a trail on adjacent private land with the cooperation of the landowner.

A trail adjacent to (but not within) the road corridor will generally follow the road corridor but be physically separated from the road to provide improved safety and a more pleasant experience for trail users. For this reason, off-road trails are the preferred option for the trail route.

Establishing an off-road trail may involve negotiation of an easement or assistance with improvements to benefit the landowner such as fencing or exchange of road reserve to provide a mutual benefit.

Where an off-road trail is provided it must be formed to high standard and meet all the requirements for grades and surface treatment. Ideally the off-road option will provide a significant benefit to trail users otherwise cyclists will continue to use the road if the off-road option involves more effort or increased travel time.

Safety of trail users is considered paramount in trail design and construction. Grade 1 and Grade 2 trails must endeavour to provide a safe corridor that includes relevant design guidelines for road crossings, fences, bollards and other trail furniture and infrastructure.

Several of the intended user markets for the WFTTN including families seek off-road trails for safety and it is often a pre-determinant of whether they will use the trail.

The trail should be separated from the road as much as possible. The trail route should allow additional space when re-entering the road corridor to allow for the trail to be perpendicular to the flow of traffic to increase visibility.

Figures 7 and 8 provides a visualisation of the treatment through a similar landscape to Wairarapa.

Figure 7. Visualisation of off-road trail adjacent to a road reserve



Source: TRC/Xyst 2021

Figure 8 provides a schematic cross section and drawing of the typical off-road trail section (where it is located on private property in this case).

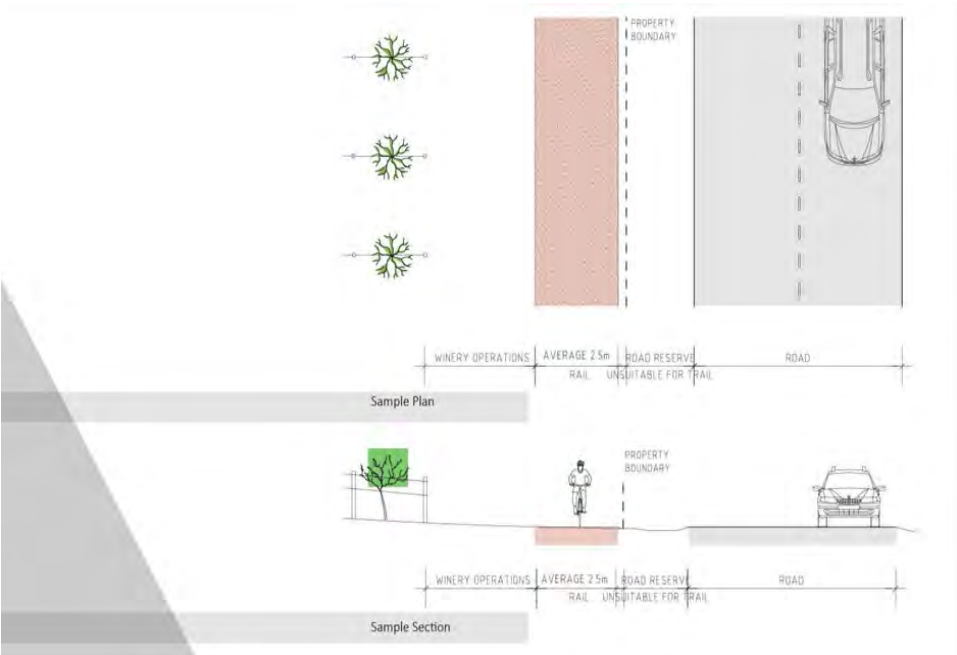
Figure 8. Visualisation of an off-road trail on a stopbank



Source: TRC/Xyst 2021

Figure 9 below provides a second visualisation of an off-road trail on a stopbank.

Figure 9. Off-road trail on adjacent private property



Source – TRC Tourism 2021

TREATMENT 2: OFF-ROAD TRAIL WITHIN ROAD CORRIDOR

Where there is sufficient room within the road corridor and an option on adjacent land cannot be provided, an off-road trail within the road corridor can be considered.

As with treatment 1, an off-road trail must be formed to high standard and meet all the requirements for grades and surface treatment. Ideally the off-road option will provide a significant benefit to trail users otherwise cyclists will continue to use the road if the off-road option involves more effort or increased travel time.

Figure 10 shows a picture of a typical off-road trail beside a road on a road reserve, and Figure 11 shows the schematic for this treatment.

Figure 10. Off-road trail on road reserve – typical treatment



Source – Xyst/TRC Tourism 2021

Figure 11. Schematic drawing of off-road treatment beside a road within a road reserve.



Source – Xyst / TRC Tourism 2021

TREATMENT 3: PRIVATE ROAD / TRAIL (SHARED DRIVEWAYS ETC)

Where private roads are formed that serve farms, businesses or residential properties, shared use of the private road may be considered where this option is supported by the landowner.

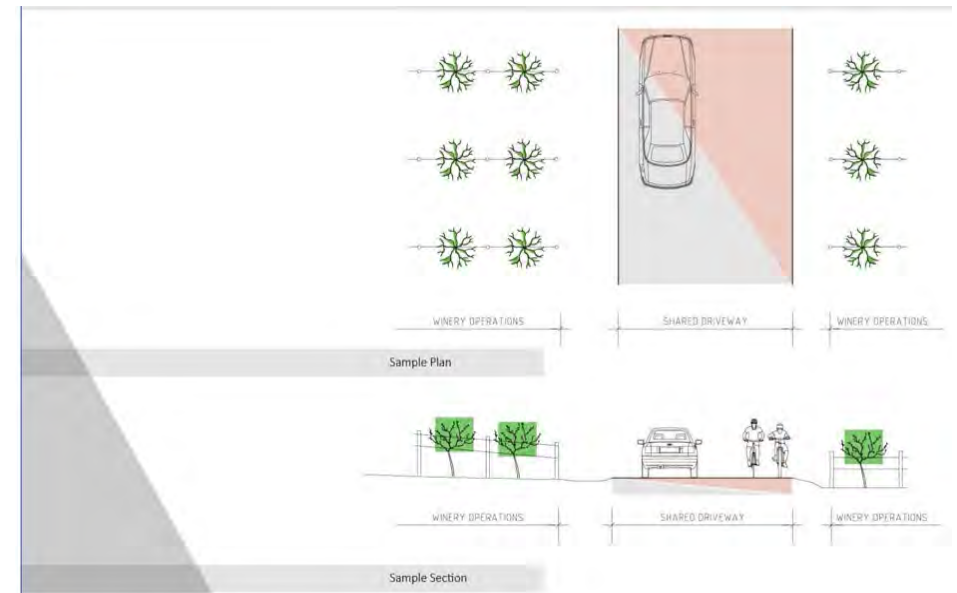
There may be a need to consider improvements to grade or surface to meet the specific needs of cyclists and consideration needs to be given to other use of the private road/driveway such as farm machinery and stock. Clear wayfinding and signage are necessary to ensure trail users are aware the trail is shared with other users and do not encroach on private property where they are not permitted.

Figure 12 below shows a typical private driveway access and use of that trail while Figure 13 shows a cross section of the same treatment.

Figure 12. Typical Use of a private driveway or shared road.



Figure 13. Shared driveway cross section



Source TRC 2021

TREATMENT 4: ON-ROAD TRAILS

The least desirable option for a trail route is to place cyclists/and or pedestrians within the road carriageway. While cyclists may be comfortable with this option for short distances it is not desirable given the overall objectives and vision of the trail network. Pedestrians in particular will be uncomfortable given the safety aspects of walking on the road edge.

Nonetheless there may be occasions where it is necessary for the trail to be routed along an existing road for short sections or while an alternative off-road option is being considered/developed. The speed and volume of traffic on the road will dictate the feasibility of this option.

In rural settings where local roads are narrow and have low volumes of low-moderate speed traffic with good sight lines, sharing the road with trail users may be feasible subject to a specific safety assessment and local improvements such as signage. This option should only be used where there is no other practical alternative.

Figure 14 below provides an illustration of the use of quiet roads for shared use, while Figure 15 shows a cross section of the on-road trail.

Figure 14. On-road use



Figure 15. On-road trail cross section



In urban settings, routing the trail on-road may be suitable as the road may already contain a formed footpath and no special physical measures are needed if motor vehicle operating speeds and traffic volumes are low. Route signage and wayfinding techniques can be used to direct trail users and make use of existing road infrastructure such as pedestrian crossings or pedestrian refuges. Where motor vehicle speeds are higher, consideration will need to be given to specific traffic devices such as a marked cycle lane.

Figure 16 below shows a typical on-road cycle lane noting the absence of provisions for safe use by pedestrians.

Figure 16. On-road flush cycle lane.



Source Xyst 2021.

Figure 17 below shows a separated and shared footpath/cycle path through a town.

Figure 17. Separated shared footpath/cycle path



Source Xyst 2021

6.3 Trail Infrastructure

A variety of trail infrastructure is required as part of trail development. Trail infrastructure is required to:

- protect the trail assets (fencing, motorbike squeeze points)
- protect the environment (toilets, waste facilities, wash stations)
- improve safety (fencing, barriers, chicanes)
- guide trail users (signs, wayfinding)
- enhance the experience (car parking, drinking fountains, bike cleaning/repair, bike pumps, interpretation signs etc)

Trail Heads

Trail heads are key sites that set the scene for the quality of the trail and experience for trail users. Typical assets at trail heads include (and shown in the Figure below):

- car parking (extent of parking subject to traffic assessment/demand) including accessible parking
- toilets (including accessible toilet unit)
- orientation and direction signs
- combined bike/footwear wash station/repair station
- shelter
- vehicle control (gate/bollard/motor bike squeeze point)
- drinking fountain (including dog bowl)
- landscaping.

Figure 18. Trail head at Te Mata Peak incorporating toilets, car park and signs etc.



Source: Xyst 2021

Development costs for trail heads will vary widely and will largely be driven by the extent of car parking provided and surface treatment of car parks (e.g., gravel or asphalt).

Toilets

Toilet facilities for trails typically need to include a waste holding or waste treatment system due to the remote location of facilities. Prefabricated units are widely used as they provide a turnkey solution that are designed to be robust yet attractive and meet all building standards and accessibility requirements. Prefabricated units provide for a high degree of customisation to reflect local design or aesthetics.

Typically, a two-unit toilet facility can provide for most high use trail heads with constant rates of arrival. Figure 19 below provides an example.

Figure 19. Benneydale Toilets (Image courtesy of Permaloo)



The typical cost for a basic one-unit dry vault toilet is \$85,000 while a two-unit accessible toilet/shelter with vault (hold all) installed is approximately \$200,000. Allow an additional \$30,000 for sewage treatment systems.

Wash Down / Repair Station

Wash stations are becoming more popular at trail heads particularly when the site provides access to mountain biking activity. A wash station is also used where biosecurity issues are present or where visitors wish to clean their boots etc before returning to their car. See Figure 20 below for an example.

Figure 20. Wash and repair station incorporating repair stand, wash down hose, boot cleaning and drinking fountain with dog bowl.



Source: Xyst 2021

Typical costs for a wash down/repair station are approximately \$10,000.

Fencing

A significant cost in trail development is providing for new or upgraded fencing adjacent to trails. While the Council is not liable for the costs of fencing of road reserves (including unformed roads) under the Fencing Act, providing fencing contributions to affected parties can be useful in negotiating public access across private land. Provision of fencing can often alleviate concerns of security and control of public access as well as protecting the trail assets from stock.

Fencing costs will vary depending on access, ground conditions and stock type but range from \$6 - \$35 per lineal meter.

Effective Barriers

Barriers will be required to prevent vehicle access to pedestrian/cyclist only sections of trail. Barriers typically consist of bollards (both fixed and removable) that are mounted across the trail at 1.5m centres to prevent motor vehicles accessing the trail. A removable locked centre bollard can be used where maintenance vehicles require access.

There have been several serious accidents caused by cyclists riding into trail bollards so where these are used it is recommended that they are highly visible and include reflective/luminous surfaces to prevent riders crashing into them.

Gates, chicanes, and other control devices can be used but they are less desirable as they generally require a cyclist to dismount to pass through the barrier.

Figure 21 provides an example of fencing, barriers and removeable bollards.

Figure 21. Image showing removeable bollard with luminous and reflective signage.



Source Xyst February 2021

Squeeze Barriers

A 'Squeeze Barrier' is a barrier made of steel pipe placed such that the gap between the pipes enables pedestrians and cyclists to pass through but prevents a motorbike passing between the pipes. These are used on the Remutaka Cycle Trail and are effective at preventing motorbikes from accessing the trails. It is critical that care is taken with the location and precise placement of squeeze barriers to ensure they are effective and cannot be ridden around. Figure 22 provides an illustrative example.

Figure 22. Squeeze Barriers preventing motorcycle access



Source: Xyst 2021

Vehicle Crossing Points

Where the trail needs to cross a road, it is unlikely that a formal pedestrian crossing will be available or be practical. With careful selection of a suitable crossing point, ensuring clear visibility on both directions, safe crossings of roads can be made. Safety can be enhanced by ensuring the trail joins the road at 90 degrees to the traffic and that a suitable frangible gateway frames the crossing point and advises trail users to stop (ideally) or give way. Figure 23 below provides an example.

Figure 23. Vehicle crossing point



Source: Xyst 2021

All planned road crossing points need to be discussed at an early stage with the road controlling authority.

Signs

A comprehensive wayfinding plan should be developed for the trail network that ensures consistent and effective wayfinding for trail users. Signage requirements may include:

- orientation signs
- direction signs
- information signs
- warning/regulatory signs
- distance markers

It is common for signs to be produced using digital printing which allows for frequent updating of trail information as the network expands. Digital printing has a relatively short design life of 10 years and sufficient budget should be planned for to renew and maintain signs. The following figures provide examples.

Figure 24. Colour coded sign for complex trail networks



Source: Xyst 2021

Figure 25. Orientation Signs



Source: Xyst 2021

Trail Counters

Electronic counters placed on the trail enable the ongoing monitoring of trail use by pedestrians and cyclists. This information is vital for improved decision making on trail maintenance and servicing requirements, assessment of the effectiveness of marketing and communications, and monitoring of trends. It is also vital data to support funding applications for trail expansion and development.

Bridges

Bridge style and design vary from site to site and include pole, glulam beam and suspension bridge options.

The image below shows a typical suspension bridge used on multi-use trails.

Figure 26. Suspension bridge over the Arrow River



Source Xyst 2021 Image courtesy of Queenstown Trail Trust Inc.)

Underpasses

Where crossing a major road presents a significant safety issue or barrier to trail use an underpass can be considered. Underpasses are typically constructed using a trench and fill method with preformed concrete tunnel sections.

Underpasses require considerable land area at either end of the underpass to achieve an approach and exit at the required grades so careful siting is required. The potential requirement to relocate existing services within the road reserve can add considerably to project costs.

[Urban design and crime prevention principles](#) should also be considered.

Underpass costs are highly variable and may often require land acquisition.

Landscaping

Provision should be made for landscaping following trail construction. This can include native revegetation or amenity planting of trees for shade, colour or screening. Landscaping can form part of negotiations with landowners and can mitigate some of the effects of trail construction as well as improving the appearance of the trail and surrounds.

7 The Proposed Network

The rivers that dissect the valleys of the Wairarapa, the landscape, the wineries and the village like atmosphere are essential elements of what makes Wairarapa special. This master plan provides a network of recreational trails that seeks to capitalise on those features.

This masterplan provides an indicative level of route planning only, as final route planning will be subject to negotiations with landowners and be subject to other improvement projects proceeding such as bridge upgrades or roading improvements.

The master plan proposes the development of Wairarapa Five Towns Trail Network in three categories:

Signature Trails

The signature trail represents the core element of the experience of riding, and/or walking through Wairarapa.

Experience Loops and Trails

The experience loops and trails are trails that provide for local and regional experiences. They are designed to complement the Signature Trail(s) with a series of trails that showcase Wairarapa's culture, scenery, visitor experiences, local and community assets and landscapes.

While the entire Wairarapa Five Towns Trail Network is a Signature Product²² (see Wellington Trails Framework and earlier sections of this Master Plan) – these trails should be considered the trails that not only connect the towns of Wairarapa, but also connect the experience on offer for residents and visitors alike – while being important to deliver regional, community and visitor outcome benefits.

Local Loops and Trails

These are important for local recreation and visitors and will be considered on a case-by-case basis by WTAG.

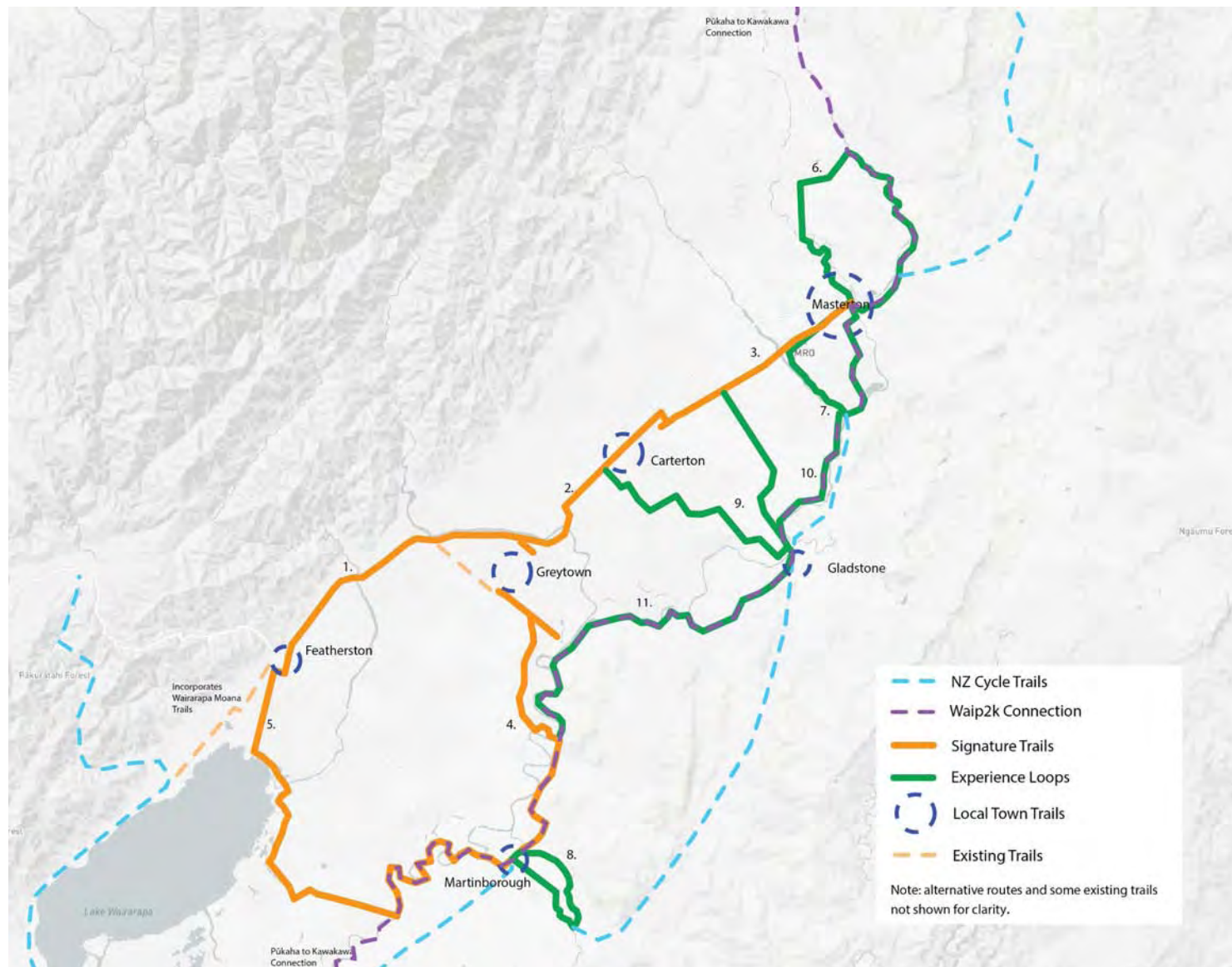
The planning maps included in this masterplan are therefore deliberately indicative and should not be interpreted to indicate trail access has been approved or can be provided.

All prices quoted are for budgetary purposes, have not been based on engineering assessments, and are based on current market knowledge. They are in New Zealand Dollars and in 2020 prices.

The amounts quoted are not assumed to be the amounts TAs will need to budget, more they are a starting point for planning and for the purposes of grant funding.

²² Wellington Regional Trails for the Future – A Strategic Framework for Trails in the Wellington Region. 2017 (TRC Tourism)

Figure 27. The proposed Wairarapa Five Towns Trail Network



8 The Signature Trail(s)

This masterplan provides an indicative level of route planning only as final route planning will be subject to negotiations with landowners and be subject to other improvement projects proceeding such as bridge upgrades or roading improvements.

The planning maps included in this masterplan are therefore deliberately indicative and should not be interpreted to indicate trail access has been approved or can be provided.

The signature trail represents the core element of the experience of riding, and/or walking through Wairarapa. The trail joins towns from the north to south (and vice versa) and provides connectivity to the region's five main towns for visitors and residents alike. It provides the spine of Wairarapa's experiences and connects the highlights of the Wairarapa to its people, and its services. It can be done as a whole, or in sections.

The signature trail comprises five sections:

1. Featherston to Greytown
2. Greytown to Carterton
3. Carterton to Masterton
4. Greytown to Martinborough
5. Featherston to Martinborough

The Signature Trail will be a Grade 1 (predominantly) trail suitable for inexperienced cyclists and pedestrians, and other trail users that may include activities such as running, walking, cycling and leisure activities including walking your dog or pushing the pram.

It should be noted that in each detailed trail section description, the trail distances do not include the 'in-town' urban roads which the trail may follow. There is no preferred or specified route, or central location within each town that the trail should connect with. In general, the main commercial and retail hub will be featured to ensure the opportunity for visitors to maximise their spending on goods, services and food and beverage. This is generally in accordance with the wishes of the towns based on consultation advice.

Due to the size, complexity and existing trail network, the inner town trail connections within Masterton have been included in more detail.



The following sections of this Master Plan provide the detail of the trail sections.

SIGNATURE TRAIL SECTION 1. FEATHERSTON TO GREYTOWN

Proposed Route Description (Approximately 15.5 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

From the trail head in Featherston central, the proposed route corridor follows local streets to the junction of Underhill Road and Harrison Street West. The trail corridor follows along the western side of Underhill Road on the road berm, with a clip-on bridge to the stream crossing beside the Barr Brown Bush Reserve.

Continuing along the western side of Underhill Road, crossing several small streams in the process, to the junction of Bucks Road and Underhill Road, the trail then crosses to the righthand side of Underhill Road for a short distance, and then follows along this gravel road to the Tauherenikau River stopbank.

The trail follows down the true right stopbank of the river, to a new 150m trail bridge constructed over the Tauherenikau just downstream of the railway bridge. Crossing over this bridge riders/walkers get panoramic views up and down the river.

On the true left bank of the river, the proposed trail follows the stopbank upstream to where it re-joins the Underhill Road formation. Trail options continue to be investigated along Underhill Road to the junction of Woodside Road and onto Woodside Railway Station.

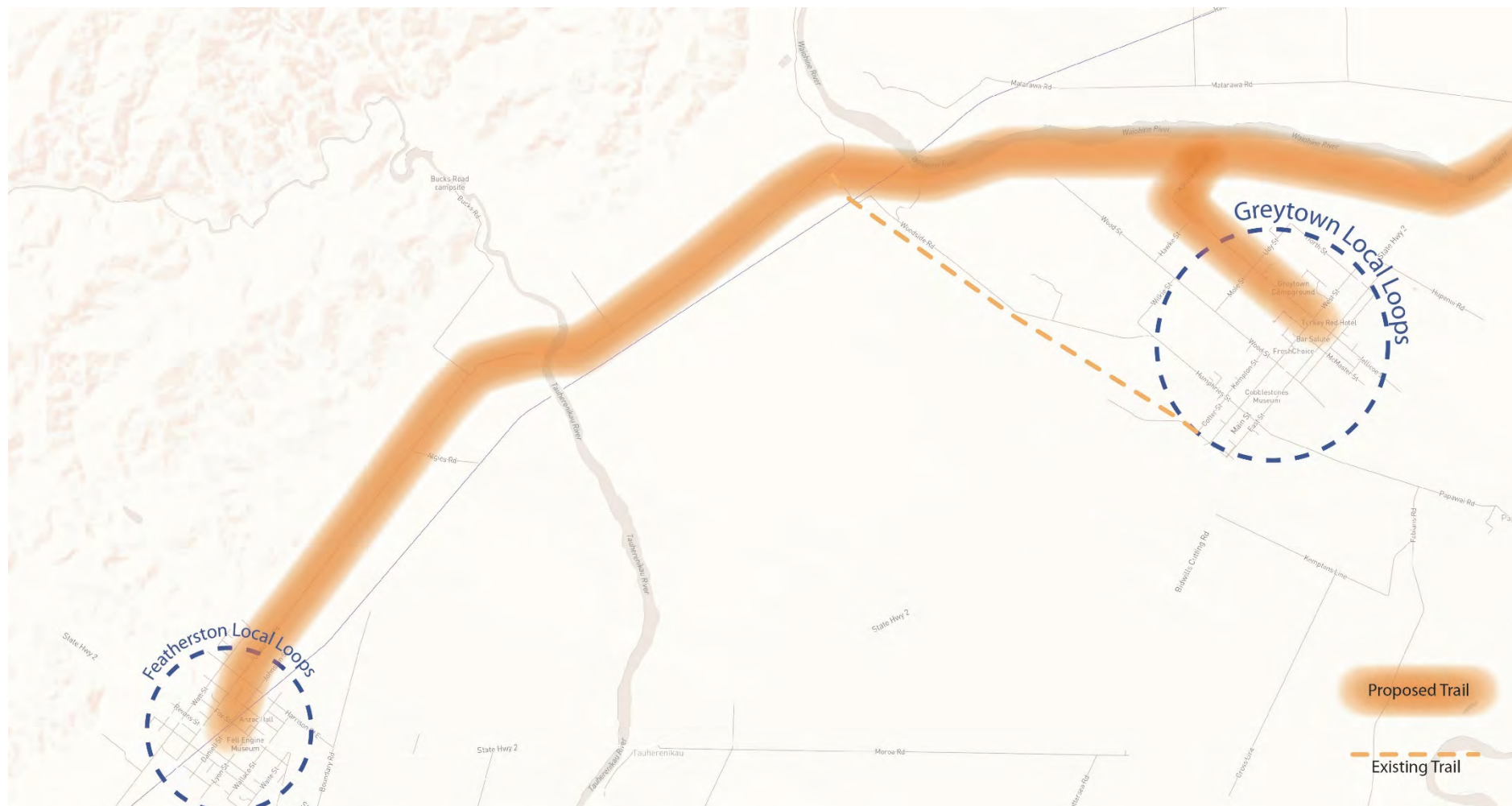
Using the road corridor to cross the railway line, trail users can either follow the existing Greytown – Woodside Trail directly into Greytown or follow a proposed corridor along the Waiōhine River.

The proposed Waiōhine River stopbank route crosses over to the northern side of Woodside Road and follows a corridor beside the railway line to the Waiōhine River. It then follows along a proposed route beside the stopbank or river edge, to the northern end of Kuratawhiti Street. At this point the trail combines with an existing walking cycling trail, that begins at the Udy Street/North Street junction. The trail then follows local streets to the Greytown central trail head point.

The Featherston to Greytown signature trail section will predominately be Grade 1 type 2 (off-road corridor) with only 2.2km proposed to be on-road depending on the final route chosen.

The figure below (Figure 28) shows the trail 'corridor' in which the proposed route will ideally be located dependent upon further negotiation and design work.

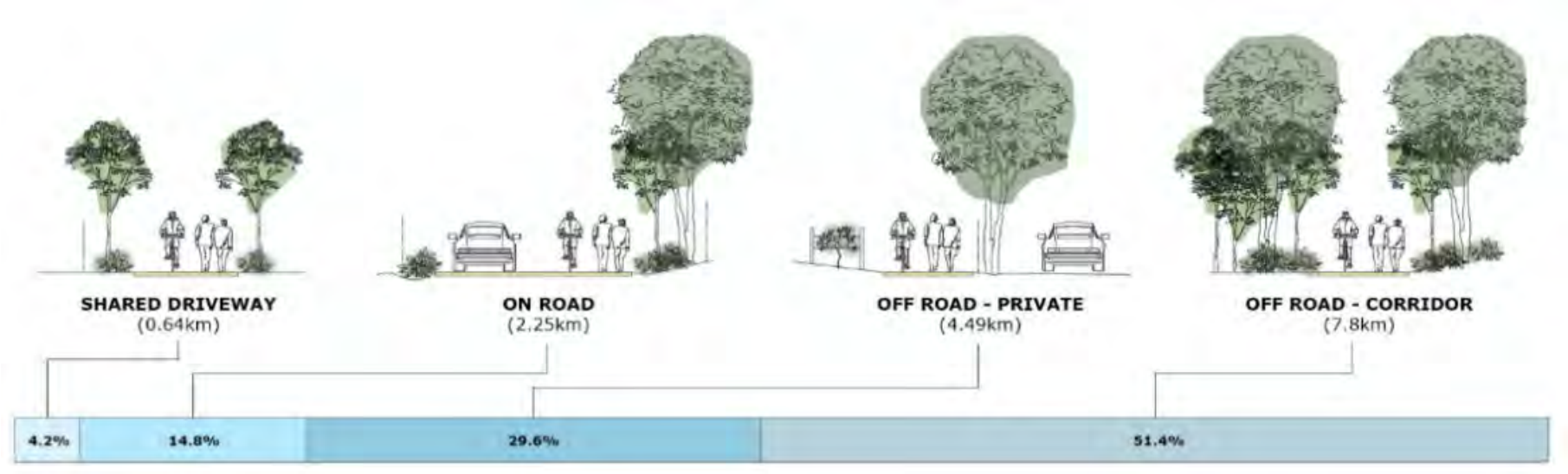
Figure 28. Map showing the proposed route corridors of the Featherston to Greytown section of the Wairarapa Five Towns Trail Network



Source: TRC/Xyst 2021

The following figure shows the proposed route broken into trail types (see section 6.2 of this Master Plan for their applicability to the section type and users).

Figure 29. Breakdown of trail types on the proposed Section 1 trail corridor



Source: Xyst 2021

Proposed Trail Considerations

Table 5. Trail considerations – Section 1 Featherston to Greytown

IMPORTANT CONSIDERATIONS/ CRITERIA	DESCRIPTION
Likely user groups/target markets for this section	<ul style="list-style-type: none"> Visitors to the Wairarapa cycling or walking between Martinborough / Featherston and Greytown, and/or Greytown Rail Trail users. Could include visitors arriving to Wairarapa via rail from Wellington into Featherston or Woodside Stations. Intertown commuters between Featherston and Greytown, and further beyond including Carterton. Resident recreational riders and walkers. Optional loop track around Greytown offers strong residential recreational user opportunity.
Approximate distance and duration	<ul style="list-style-type: none"> Approximately 15 km in total via either entrance into Greytown. 5 km from Featherston to Tauherenikau River, 5 km further to Woodside Station and approx. 5km further to Greytown.
Trail standards (meeting identified market needs)	<ul style="list-style-type: none"> Safe, off-road, Grade 1 (primarily) and Grade 2 trail and easy walking track standard (DOC), easy access points on and off along trail section. Bridge option keeps users separated from the State Highway. Users can use the popular and well-designed Greytown-Woodside Rail Trail.

IMPORTANT CONSIDERATIONS/ CRITERIA	DESCRIPTION
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none"> • Wairarapa farming scenery. • Spectacular river crossing on new suspension bridge over the Tauherenikau River. • Well known rail trail use (Greytown to Woodside) • Woodside Station – KiwiRail. • Loop into Greytown along the Waiōhine River. • Scenic track for Greytown visitors and residents for walking, running and riding.
Potential route options	<ul style="list-style-type: none"> • Bridge is funded and the existing Greytown to Woodside Rail Trail provide foundation elements. • Waiōhine River trail north of Woodside on the stopbank to provide a potential river option from Woodside Station into Greytown.
Challenges and issues with developing this section	<ul style="list-style-type: none"> • Bridge design and costing (overcome). • Safe trail use through Greytown using wider streets and pedestrian footpaths. • Land use negotiation for any potential stopbank trail development. • Sections of trail will be on road reserve that will require landscaping to improve the experience.
Opportunities with this section	<ul style="list-style-type: none"> • A foundation element to the 5 Town Trail. • Provides a loop for Greytown residents and visitors for recreation / fitness. • The bridge will be one of New Zealand’s most spectacular trail bridges. • Provides significant opportunity for people to ride and walk for exercise improving health outcomes.
Stakeholder matters requiring resolution /discussion	<ul style="list-style-type: none"> • Roads verges are predominantly managed by Council • KiwiRail endorsement received for the bridge. • Proposed Waiōhine River loop option requires landowner and GWRC consent.
Priority	<ul style="list-style-type: none"> • Very High. The existing funding for the bridge over the Tauherenikau River and linking the existing Greytown to Woodside Rail Trail make this the highest priority section to complete. • The optional loop corridor beside the Waiōhine River is medium priority.
Management Authority(s) and/or Special Interest Groups(s)	<ul style="list-style-type: none"> • South Wairarapa District Council • Greater Wellington Regional Council • Greytown Trails Trust • Wairarapa Trails Action Group • PSGEs, Rūnanga, Hapū and Marae • Waiōhine Action Group

Proposed Route Indicative Costs

The table below provides a cost breakdown of the proposed route for the Featherston to Greytown section. Costs are in 2021 NZD prices.

Table 6. Indicative cost for proposed Signature Trail Section 1 Featherston to Greytown.

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	3	each	\$150,000
Trail formation	\$65.00	15,100	per m	\$981,500
Bridges (150 & 10m)	\$4,000.00	160		\$640,000
Trail control devices (barriers/crossings/bollards etc)	\$40,000	1	Provisional sum	\$40,000
Major culverts	\$5,000	2	each	\$10,000
Signage/Road markings	\$25,000	1	Provisional Sum	\$25,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$30,000	1	Provisional Sum	\$30,000
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$1,914,500
Professional Services (10%)				\$191,450
Contingency (20%)				\$421,190
Total				\$2,527,140

SIGNATURE TRAIL SECTION 2 – GREYTOWN TO CARTERTON

Proposed Route Description (Approximately 7.5 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

From Greytown, the proposed route follows the cycle trail corridor to the Waiōhine River – on the Featherston-Carterton section. At the Waiōhine River the proposed route follows a corridor along the existing stopbanks, following the Waiōhine River downstream to the SH2 road bridge crossing.

A new 120m suspension bridge just upstream of the road bridge, built within the road corridor, provides a link over the river to the northern bank. There are multiple stream crossing points and further investigation is required to determine the most appropriate point.

Following along the unformed road corridor – parallel to SH2, a new 82m bridge over the Kaipatangata Stream is proposed. The trail continues along the road corridor, which merges with SH2 at the Gallon Road intersection. At this point the trail follows along the formed section of Gallon Road, then along an unformed section, before turning NE and follows the boundary alignment of Council land (water treatment plant).

The proposed trail corridor crosses over Dalefield Road and links into Lincoln Road. The corridor utilises the Lincoln Road formation to provide a link into the NW corner of Carterton where local roads can be utilised within Carterton on a pre-determined basis to reach the town centre and commercial district.

An alternative alignment may exist utilising Eastern Growth Road (Rutland Road).

[illegible]

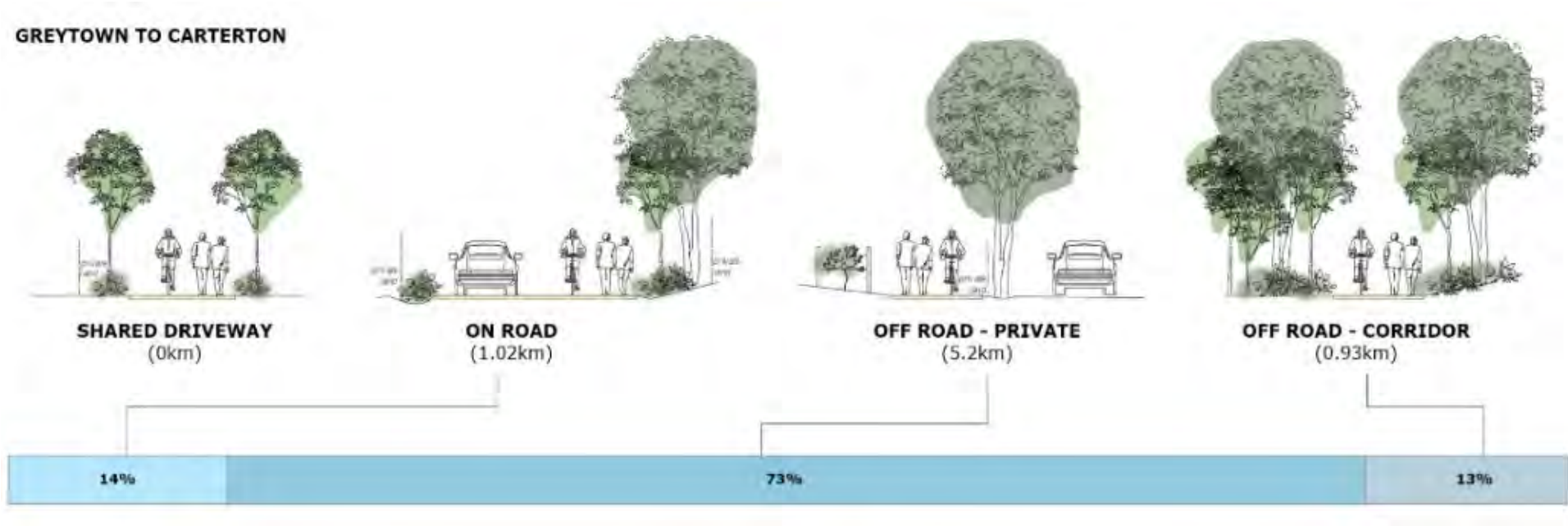
140

The following figure shows the proposed route broken into trail types (see section 6.2 of this Master Plan for their applicability to the section type and users).

Proposed Trail Considerations

The table below provides considerations for the proposed trail corridor.

Figure 31. Breakdown of trail types on the proposed Section 2 trail corridor



Source Xyst TRC 2021

Proposed Trail Considerations

Table 7. Trail considerations - Section2 Greytown to Carterton

IMPORTANT CONSIDERATIONS/ CRITERIA	DESCRIPTION
Likely user groups/target markets for this section	<ul style="list-style-type: none">Leisure and general visitors seeking a day trip or longer trip through the central Wairarapa region.Visitors seeking a trip through Wairarapa and using this as part of the walking and cycling opportunity.Residents and the community seeking local recreational riding and exercise (jogging, walking etc).Commuting between the 2 towns.
Approximate distance	<ul style="list-style-type: none">Approximately 7.5 km between the 2 towns.

IMPORTANT CONSIDERATIONS/ CRITERIA	DESCRIPTION
Trail standards (meeting identified market needs)	<ul style="list-style-type: none"> The trail is proposed to utilise the southern bank of the Waiōhine River stopbank forming a scenic route along one of the region's main rivers. The bridges will also form a strong part of the experience. Grade 1/2 is required for this section as the users will include children and families and all markets. The bridge over the Waiōhine River provides a safe and spectacular trail bridge.
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none"> The river forms the main point of interest along this section of the proposed trail Scenic Wairarapa countryside is visible from the trail Carterton and Greytown town centres provide attractive village like atmosphere and shopping.
Potential route alternatives	<ul style="list-style-type: none"> An alternative route is via a new suspension bridge at Kuratawhiti Street and the stopbank intersection. The alternative route would then proceed off-road along Matarawa Road into Carterton. This alternative avoids a bridge near the State Highway and would join the first option at the Mangatarere Stream.
Challenges and issues with developing this section	<ul style="list-style-type: none"> The stopbank or a corridor on the Waiōhine River is proposed to be used in the first option. Further consultation with the GWRC and private land holders would be required on detailed design and any consent agreements required. Further engagement with the local Hapū is required
Opportunities with this section	<ul style="list-style-type: none"> The stopbank provides a strong experience element following the scenic Waiōhine River for approximately 3 km. The proposed bridge over the river by State Highway 2 provides a strong visual reminder on the importance of the trail to Wairarapa.
Stakeholder matters requiring resolution /discussion	<ul style="list-style-type: none"> GWRC, private landholders and Council will be required to provide agreements for use and development of any land for the trail corridor alongside the river. Waka Kotahi should a bridge clip on be the appropriate solution on the State Highway bridge crossing.
Priority	<ul style="list-style-type: none"> Very High
Management Authority(s) and/or Special Interest Groups(s)	<ul style="list-style-type: none"> South Wairarapa District Council and Carterton District Council GWRC for the river stopbank access. Waka Kotahi for any works beside or within the SH2 corridor Wairarapa Trails Action Group PSGEs, Rūnanga, Hapū and Marae Carterton Walking and Cycling Advisory Group Greytown Trails Trust Waiōhine Action Group

Proposed Route Indicative Costs

The table below provides a cost breakdown of the proposed route for the Greytown to Carterton section.

Table 8. Indicative costs for the proposed Trail Section 2 – Greytown to Carterton

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	1	each	\$50,000
Trail formation	\$65.00	6,130	Per m	\$398,450
Bridges (120, 45 & 85m)	\$4,000.00	250	Per m	\$1,000,000
Trail control devices (barriers/crossings/bollards etc)	\$40,000	1	Provisional sum	\$40,000
Major culverts	\$5,000	0	each	\$0
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$45	5,200	m	\$234,000
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$1,775,450
Professional Services (10%)				\$177,545
Contingency (20%)				\$390,599
Total				\$2,343,594

Source – TRC/Xyst 2021

SIGNATURE TRAIL SECTION 3. CARTERTON TO MASTERTON

Proposed Route Description (Length varies between 11.5 and 14.4 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

Alternative options for the proposed trail route exist. Detailed planning and land holder/manager negotiation is required to determine the most appropriate route from a user and experience context.

Beginning opposite the Belvedere Road / Broadway intersection, a proposed trail corridor follows along and within the south eastern side of the KiwiRail corridor. The trail would run parallel to the current railway tracks heading NE separated from the tracks by a security fence subject to KiwiRail endorsement. The proposed trail corridor crosses Rhodes St and Kent St, before leaving Carterton township, and then crosses Anderson Line and Chester Road, before turning into the Wairarapa A&P Society Grounds on Chester Road – providing an off-road link to the hockey turf and show grounds. This is considered important for residents and visitors alike

Review the option of a trail through the Wairarapa A&P Society Grounds.

Option 1

Following down Chester Road corridor on the grass shoulder, the proposed trail turns left and follows the SH2 shoulder to a crossing point near the Wairarapa A&P Society Grounds boundary. Crossing SH2 subject to Waka Kotahi approval, the trail route option follows the road corridor along the grass verge and veers right onto Hughes Line.

The off-road trail option follows Hughes Line along its length, crossing Francis Line, East Taratahi Road, and Cornwall Road and out to the Waingawa River. A spectacular new proposed suspension bridge (220m) over the Waingawa River connects to the south western side of Masterton.

Coming off the suspension bridge, the route connects to a new trail along the edge of South Road, passing Hood Aerodrome to the junction of South and Manaia Roads. At this point the trail connects into the local crosstown links.

Total distance approximately 11.5 km

Option 2

From the end of the link along the railway corridor between Carterton and The Wairarapa A&P showgrounds finishing at Chester Road, an alternative route continues along beside the railway corridor. Crossing Wiltons and Norfolk Roads and all the way through to the Waingawa River, with a route coming down the riverbank and linking in with a proposed bridge over the Waingawa River beside SH2. On the eastern side of the bridge, the trail loops back to the riverbank and follows the stopbank / riverbank to South Road / Hood Aerodrome route into Masterton.

Total distance approximately 12.6 km

Option 3

From the junction of Hughes Line and Cornwall Road, an off-road trail corridor potentially follows up the eastern side of Cornwall Road corridor to the junction with SH2. A trail along the edge of SH2 to an optional suspension bridge (130m) crossing over the Waingawa River, just downstream of the current SH2 bridge, noting that the current SH2 bridge pedestrian path is considered unattractive from a visitor perspective. On the eastern side of the bridge, the trail loops back to the riverbank and follows the stopbank / riverbank to South Road / Hood Aerodrome route into Masterton.

Total distance approximately 14.4 km

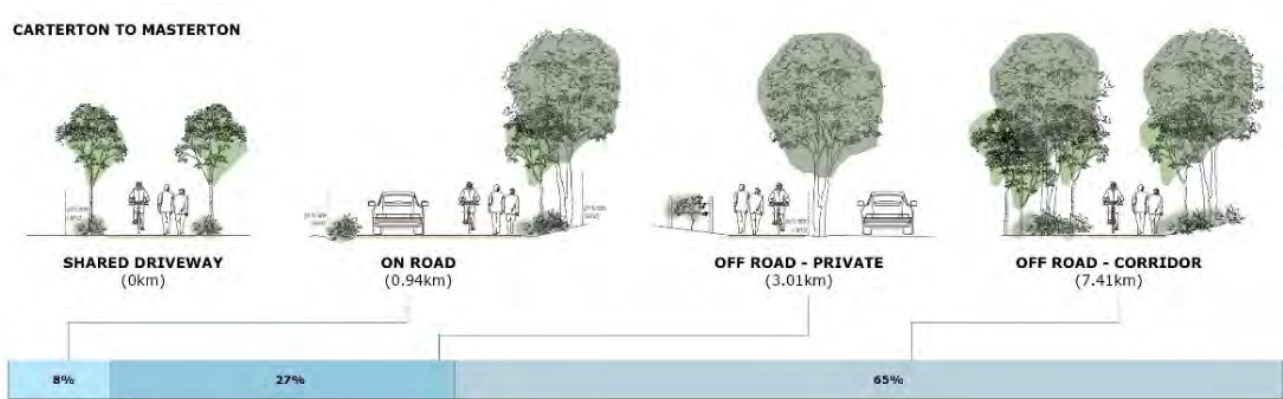
The figure below provides the mapped corridor options for the trail.

The map displays the Masterton Local Loop and Carterton Local Loops. The Masterton Local Loop is highlighted in orange, and the Carterton Local Loops are highlighted in blue. The map includes various roads and landmarks, such as the Masterton River, the Masterton Golf Course, and the Masterton Central area. A legend in the bottom right corner identifies the orange line as the 'Proposed Trail' and the blue line as the 'Alternative Option'.

145

The figure below shows the proposed route (Option 1 is shown below for illustrative purposes) broken into trail types (see section 6.2 of this Master Plan for their applicability to the section type and users).

Figure 33. Breakdown of trail types on the proposed Section 3 of the WFTTN



Source: Xyst / TRC Tourism 2021

Proposed Trail Considerations

Table 9. Trail considerations – Section 3 Carterton to Masterton

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Likely user groups/target markets for this section	<ul style="list-style-type: none"> Community and residents accessing the infrastructure and community assets between the towns. This includes the Clareville Sports Complex. Leisure cyclists, joggers and people seeking trail-based exercise. Visitors undertaking longer Wairarapa based trips generally on bicycles. Commuters from Masterton and Carterton.
Approximate distance and duration	<ul style="list-style-type: none"> Approximately 15 km
Trail experiences and standards (meeting identified market needs)	<ul style="list-style-type: none"> This section of trail provides for commuters, and residents accessing the community infrastructure and places of recreation and work. To encourage this, the trail needs to be of a high standard. A concrete or other form of sealed path is proposed from Carterton to Clareville. The remainder of the trail should be of a standard for all users including children and families cycling and walking. The crossing of the Waingawa River provides a strong scenic element with a new suspension bridge in either location proposed. Hood Aerodrome has significant WW2 history and a museum, and the trail is deliberately routed past the aerodrome as a feature for visitors and residents.

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Potential route alternatives	<ul style="list-style-type: none"> • The proposed route along Hughes Line and directly crossing the Waingawa River provides a better user experience due to its distance from SH2, but the bridging will be more complex and is over 200 metres in length. • The northern option proposes a clip-on bridge or new bridge on the downstream side of the SH2 bridge. • The southern route misses a significant part of the industrial area of Masterton which may impact potential commuter options. • The route along KiwiRail land contains significant issues attached to using the length of land on an active rail easement and arriving at Masterton in an industrial area that is not a strong experience for visitors.
Challenges and issues with developing this section	<ul style="list-style-type: none"> • Bridging will be difficult on either alternative. • KiwiRail (2.8 km) use of the rail easement from Carterton to Clareville, and potentially further if KiwiRail land is proposed to be used. • Crossing SH2 on or near Chester Road may need a road island for trail user safety. • Planning the trail south of SH2 potentially misses a market for commuters working in the industrial zone. • Displacement of other user groups such as horse riders and farmers grazing the long mile.
Opportunities with this section	<ul style="list-style-type: none"> • Predominantly avoid use of SH2 providing a stronger experience. • Rural scenery and farming on Hughes Line. • Providing residential trails to the Clareville Sports Complex. • Providing a trail linkage to Hood Aerodrome and museum attractions.
Stakeholder matters requiring resolution /discussion	<ul style="list-style-type: none"> • Masterton and Carterton District Councils. • GWRC for stop-bank works. • Waka Kotahi for the crossing of the SH2. • KiwiRail for the use of the easement for 2.8 km.
Priority	<ul style="list-style-type: none"> • Very High.
Management Authority(s) and/or Special Interest Groups(s)	<ul style="list-style-type: none"> • Carterton and Masterton DC, Greater Wellington Regional Council, private land-owners possible, KiwiRail, Waka Kotahi for potential road crossings of SH2, and the alternative of a clip-on cycle/pedestrian bridge at the Waingawa River crossing entering Masterton. • Wairarapa Trails Action Group • PSGEs, Rūnanga, Hapū and Marae • Carterton Walking and Cycling Advisory Group • Wairarapa A and P Society

Proposed Route(s) Indicative Costing

The table below provides the breakdown of the proposed route for the Carterton to Masterton route (main route only – alternatives may be a similar magnitude).

Table 10. Indicative cost for the proposed Signature Trail Section 3 Carterton to Masterton

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	2	each	\$100,000
Trail formation	\$65.00	10,420	m	\$677,300
Bridges (220m)	\$4,000.00	220	m	\$880,000
Trail control devices (barriers/crossings/bollards etc)	\$60,000	1	Provisional sum	\$60,000
Major culverts	\$5,000	7	each	\$35,000
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$85	3010	m	\$255,850
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Survey and KiwiRail lease	\$20,000	1	Provisional Sum	\$20,000
Total				\$2,081,150
Professional Services (10%)				\$208,115
Contingency (20%)				\$457,853
Total				\$2,747,118

Source Xyst/TRC 2021

SIGNATURE TRAIL SECTION 4.

GREYTOWN TO MARTINBOROUGH

Proposed Route Description (Approximately 19.0 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

From the junction of East Street and Papawai Road, an off-road trail corridor leads along the road corridor on the northern side to the intersection with Fabians Road. Trail users may wish to follow Papawai Road on to Pā Road and Papawai Marae.

The main route option follows the western side of Fabians Road, an off-road trail follows the road corridor to the junction with Glenmorven Road, then continues along the road corridor to where the road narrows (approximately 1.85 km).

Alternatives that are off-road are to be explored during the course of this Master Plan implementation.

At this point trail users follow the gravel road down the steep escarpment to the river terrace below. Note: this section of trail does not meet Grade 2 specifications. Further discussion is required on this section to investigate alternative routes to the Morrison Bush campground area. This may include a river route or a route along the cliff tops. It is noted that both options require private land consent.

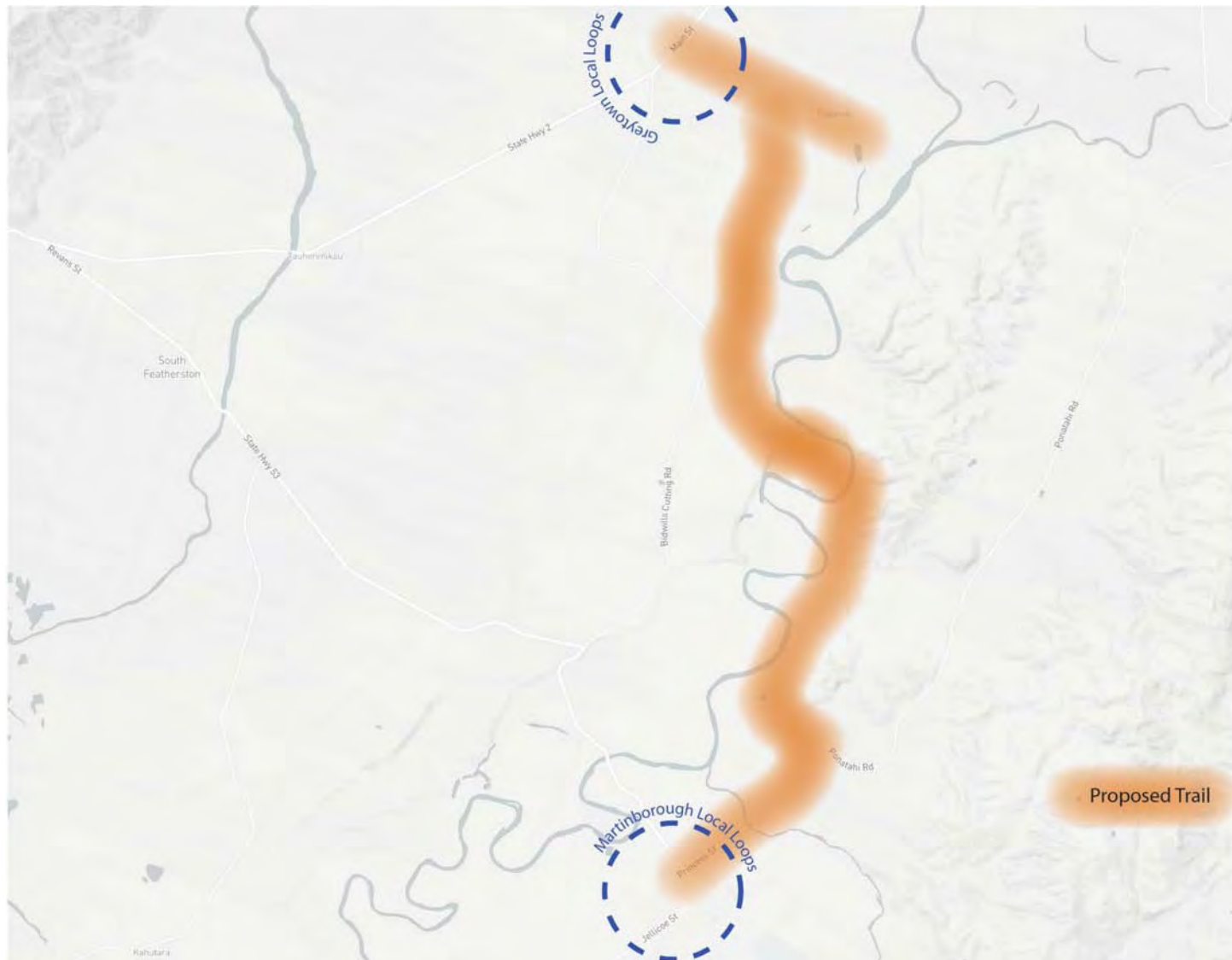
Morrison Bush campground is privately owned and WTAG will need further discussion with the owner.

In the Morrison Bush campground area, a new 110m suspension bridge over the Ruamāhanga River provides access to a road corridor on the southern side, that connects into Riverside Road.

Trail users will potentially follow the existing Riverside Road formation (5.7 km) to the junction with Ponatahi Road, where an off-road trail in the road corridor provides a trail to a suspension bridge (75m) over the Huangarua River. Crossing the river on the upstream side of the road bridge, an off-road trail continues along Ponatahi Road, crossing Huangarua Road and onto Princess Street to the junction with New York Street, and links in with the local Martinborough town trail network.

An alternative to consider is the use of the river stopbanks and other corridors. While subject to landowner negotiation and also lower areas being potentially subject to occasional flooding and inundation, it would alleviate the road use.

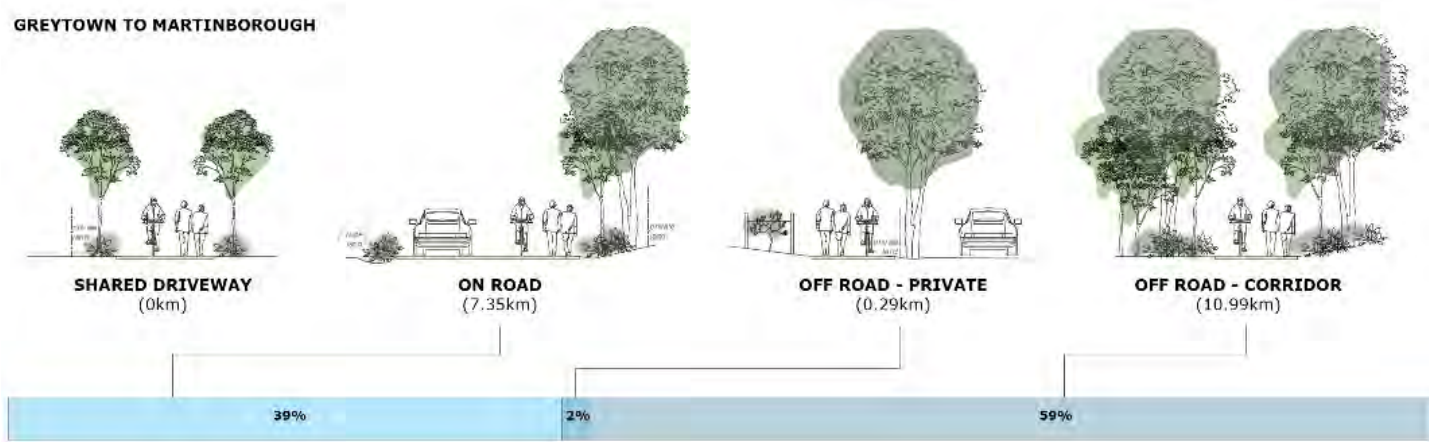
Figure 34. Map of Section 4 – Greytown to Martinborough Proposed Route



Source – TRC Tourism / Xyst 2021

The following figure shows the proposed route broken into trail types (see Section 6.2 of this Master Plan for their applicability to the section type and users).

Figure 35. Breakdown of trail types on the proposed Section 4 trail corridor



Source Xyst / TRC Tourism 2021

Proposed Trail Considerations

The table below provides considerations for the proposed route(s).

Table 11. Trail considerations – Section 4 Greytown to Martinborough

IMPORTANT CONSIDERATIONS/ CRITERIA	DESCRIPTION
Likely user groups/target markets for this section	<ul style="list-style-type: none"> Multiple markets are targeted with this section including leisure riders, trail users and road cyclists as well as general visitors. The section provides a core part of the Wairarapa Five Towns Trail Network Signature component.
Trail standards (meeting identified market needs)	<ul style="list-style-type: none"> This proposed route requires further detailed investigation. It provides for some on road and some off-road use and therefore it is mostly targeting cyclists travelling between Greytown and Martinborough via the Morrison’s Bush camping area and the Ruamāhanga River. Alternative routes will ideally be off-road, providing trail users access to the route. The trail alternative could follow the river corridor or other corridors along the cliff top, but each alternative requires landowner approval. Note the section of trail from the upper to lower river terrace at Morrison’s bush would be considered a Grade 3 due to the steepness of the road. The remaining part of the trail is Grade 1 - 2.

IMPORTANT CONSIDERATIONS/ CRITERIA	DESCRIPTION
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none"> • Morrison’s Bush and the potential new crossing of the Ruamāhanga River. • Papawai Marae.
Potential route alternatives	<ul style="list-style-type: none"> • An alternative route is following Wards Line and then joining State Highway 53. This option also requires a bridge over the Ruamāhanga River – the road bridge is not conducive to cycling being safely promoted and the route avoids the Morrison’s Bush area. • Routes following the top of the river escarpment parallel to Bidwells Cutting Road were reviewed. • New housing is occurring in this area and access to property was considered more difficult.
Challenges and issues with developing this section	<ul style="list-style-type: none"> • This section has a mixed on-road and off-road component on or near Glenmorven Road as it descends using a steep and narrow section of road into Morrisons Bush camping area. • The mixing of trail types is not ideal as it effectively drives the market to the lowest standard component of trail. • Morrisons Bush campground is privately owned, and further discussion is required with the owner. • Alternatives to avoid on road are limited with an escarpment, intensive agriculture, private houses and then river flats not being conducive to trail construction. Further investigation is required.
Opportunities with this section	<ul style="list-style-type: none"> • Greytown and Martinborough are arguably the two largest towns attracting visitors to Wairarapa. Linking them with a trail of grade 1 or grade 2 standard would provide considerable tourism benefits to the region. • Morrison Bush camping area and the river flats are a feature of the trail section. • The Wairarapa Moana Statutory Board is a partnership between Greater Wellington Regional Council, DOC, South Wairarapa District Council, Rangitāne Tū Mai Rā Treaty Settlement Trust, and Ngāti Kahungunu ki Wairarapa Tamaki Nui a Rua Treaty Settlement Trust to restore the Wairarapa Moana wetlands. Trail location should tie in with this work.
Stakeholder matters requiring resolution/ discussion	<ul style="list-style-type: none"> • Likely discussions with private landholders, GWRC and others to resolve the planning issues of alternative routes.
Priority	<ul style="list-style-type: none"> • High
Infrastructure	<ul style="list-style-type: none"> • Suspension bridges required including a 110-metre bridge over the Ruamāhanga River, and a possible second bridge
Management Authority(s) and/or Interest Groups(s)	<ul style="list-style-type: none"> • Greater Wellington Regional Council, South Wairarapa District Council • Wairarapa Trails Action Group • PSGEs, Rūnanga, Hapū and Marae

Proposed Trail Costing

Table 12. Indicative costs for the proposed Signature Trail Section 4 Greytown to Martinborough (Note: does not include further investigations into off-road sections through Morrison's Bush)

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	1	each	\$50,000
Trail formation	\$65.00	11,280	m	\$733,200
Bridges (110 & 75 m)	\$4,000.00	185	m	\$740,000
Trail control devices (barriers/crossings/bollards etc)	\$40,000	1	Provisional sum	\$40,000
Major culverts	\$5,000	2	each	\$10,000
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$45	290	m	\$13,050
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$1,639,250
Professional Services (10%)				\$163,925
Contingency (20%)				\$360,635
Total				\$2,163,810

Source Xyst / TRC Tourism 202

SIGNATURE TRAIL SECTION 5.

FEATHERSTON TO MARTINBOROUGH

Proposed Route Description (Approximately 36 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction. It is acknowledged that several options for trail alignment exist from Featherston. The options described in this Master Plan is one preferred option. Others will emerge during detailed investigation.

This section route description should be seen in the context of the proposed Featherston Wairarapa Moana Project and the trails being developed through this. Amendments and detailed planning will take this into account and this route may be amended as a consequence.

From the junction of Waite Street and Woodward Street East, the proposed trail corridor follows the existing road formation on sealed and then gravel road, then follows a potentially new path formation in the unformed road corridor to link in with Longwood West Road, crossing Otairia Stream (ford), the trail continues along Longwood West Road, follows Viles Road to Soldiers Settlement Road North.

At this point the proposed trail continues down an unformed road corridor, with a 26m bridge over Otairia Stream and links in with Soldiers Settlement Road South and follows this to the Lake Domain Reserve.

Following the gravel road in a clockwise direction around the top of Wairarapa Moana, a new proposed trail will link to a new suspension bridge (110m) crossing the lower section of the Tauherenikau River.

Following stopbanks with additional bridge crossing points the proposed trail will connect with the former Ruamāhanga River outlet into the lake and follow this tributary upstream to Kahutara Road.

A new proposed off-road trail in the road corridor will provide a link along to the settlement of Kahutara (school, church, hall), before turning left into Pukio West Road.

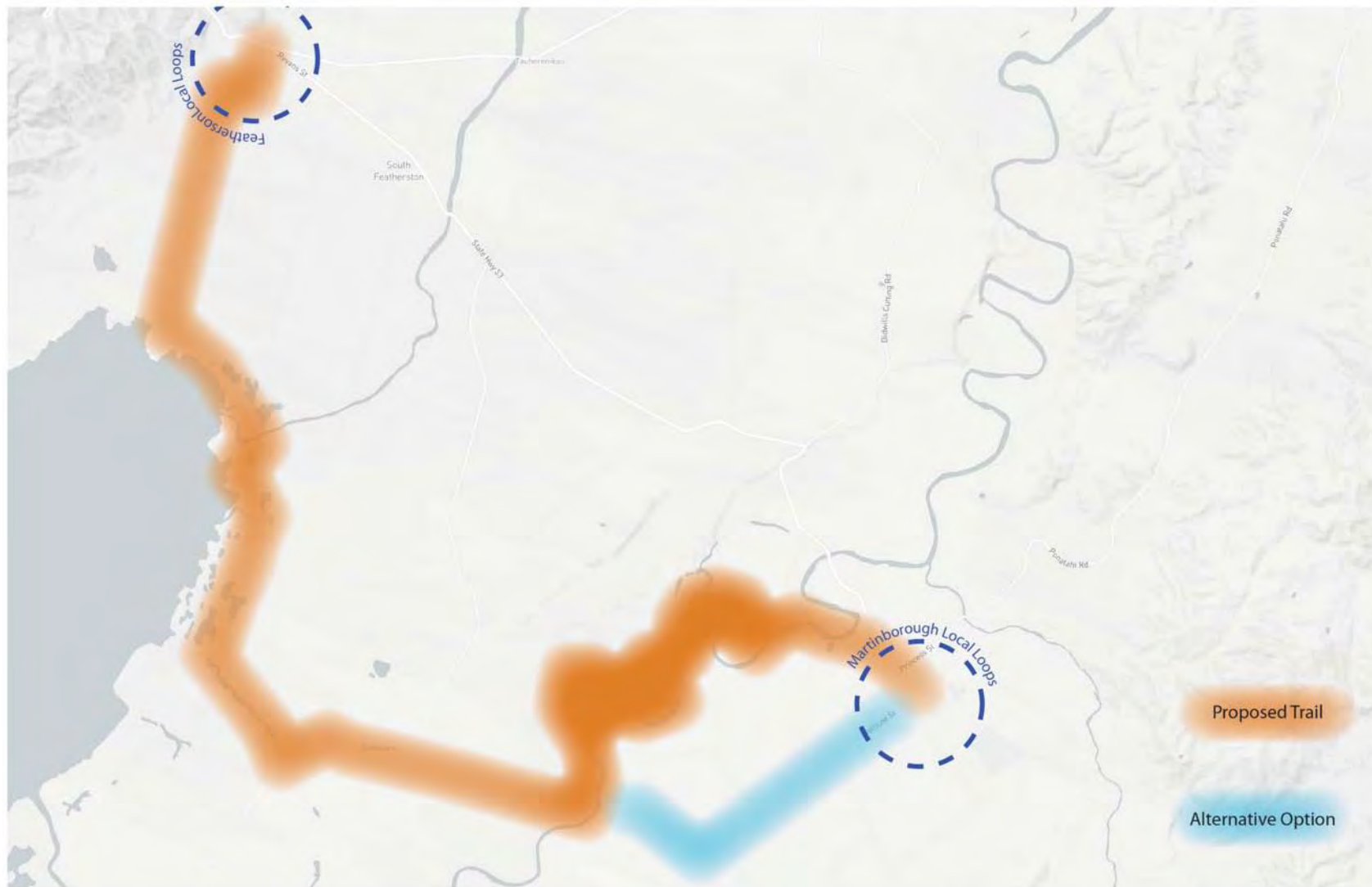
Following Pukio West Road and Pāhautea Road until opposite the junction of Dry River where a proposed 110m suspension bridge will cross over the Ruamāhanga River to the eastern bank, (at approximate 22.5km mark). The proposed trail then follows along the stopbank upstream towards Martinborough, for a further 14 kms, to link in with Vintners Lane and Martinborough.

Total distance approximately 36 km.

The figure below shows the trail corridor in which the proposed route will ideally be located dependent upon further negotiation and detailed planning and design work.

The alternative option is to follow road corridors (ideally off-road) from the Ruamāhanga River suspension bridge into Martinborough. This route option provides access to some of the region's wineries.

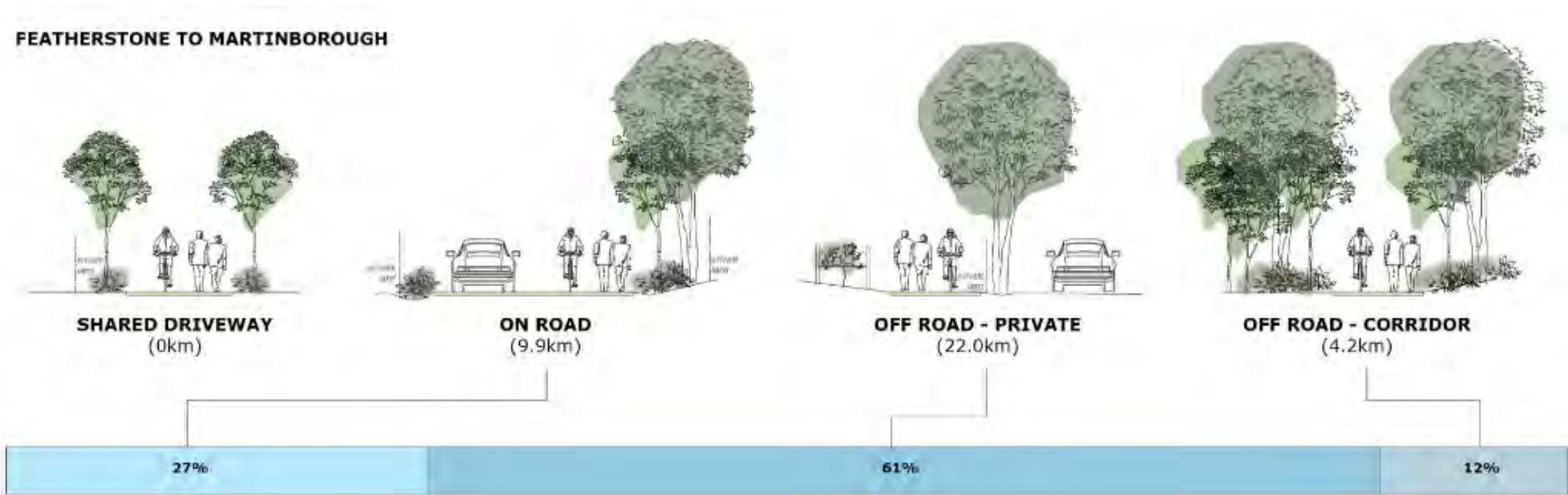
Figure 36. Map showing the proposed route corridor of the Featherston to Martinborough section of the Wairarapa Five Towns Trail Network



Source: Xyst / TRC Tourism 2021

The following figure shows the proposed route broken down into trail types (see Section 6.2 of this Master Plan for their applicability to the section).

Figure 37. Breakdown of trail types on the proposed Featherston to Martinborough trail section.



Source Xyst / TRC Tourism 2021

Proposed Trail Considerations

Table 13. Trail considerations - Section 5 Featherston to Martinborough

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Likely user groups/target markets for this section	<ul style="list-style-type: none">This section provides for most of the markets for residents and visitors alike. Includes leisure cyclists and general visitors.
Trail standards (meeting identified market needs)	<ul style="list-style-type: none">The trail is proposed to be a grade 1 and or 2 off-road trail of at least 2 metres in width.The trail will provide strong experiences of Māori culture, the Wairarapa Moana, Wairarapa rivers with crossings of the Tauherenikau and Ruamāhanga Rivers.The trail has extensive views of the lower Ruamāhanga River valley and surrounding ranges.
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none">Several including the Lake Domain Reserves, Wairarapa Moana, farming and rural vistas, access to the wineries south of Martinborough, the Ruamāhanga River, the river delta as it flows into Wairarapa Moana, and links into Martinborough.Carkeek Observatory

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
	<ul style="list-style-type: none"> Alternative routes provide access to some wineries.
Potential route alternatives	<ul style="list-style-type: none"> While being a shorter route, a trail following along SH53 Featherston to Martinborough was identified as being of low interest to trail users.
Challenges and issues with developing this section	<ul style="list-style-type: none"> Some flat and marshy country near the delta of the Tauherenikau River. Crossing the lower Tauherenikau River requires a large suspension bridge and may require other bridge infrastructure, plus a large suspension bridge over the lower Ruamāhanga River.
Opportunities with this section	<ul style="list-style-type: none"> Showcase Māori culture and link the towns of Martinborough and Featherston via Wairarapa Moana.
Stakeholder matters requiring resolution /discussion	<ul style="list-style-type: none"> Some private land access will be required, GWRC, SWDC. PSGEs, Rūnanga, Hapū and Marae partnerships are considered important to the trail's appropriate development and final route selection.
Priority	<ul style="list-style-type: none"> Very High.
Infrastructure	<ul style="list-style-type: none"> Multiple bridges and 2 toilets required along the journey.
Management Authority(s) and/or Special Interest Groups(s)	<ul style="list-style-type: none"> Predominantly South Wairarapa District Council but also includes Greater Wellington Regional Council Wairarapa Trails Action Group Wairarapa Moana Trail Trust Department of Conservation PSGEs, Rūnanga, Hapū and Marae

Proposed Route Indicative Costs

The table below provides a cost breakdown of the proposed route for the Featherston to Martinborough.

Table 14. Indicative costs for the proposed Signature Trail Section 5 Featherston to Martinborough

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	1	each	\$50,000
Trail formation	\$65.00	26,200	m	\$1,703,000
Bridges (6x)	\$4,000.00	350	m	\$1,400,000
Trail control devices (barriers/crossings/bollards etc)	\$40,000	1	Provisional sum	\$40,000
Major culverts	\$5,000	3	each	\$15,000
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$45	22000	m	\$990,000
Allowance for Septic Toilet	\$230,000	1	each	\$230,000
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$4,481,000
Professional Services (10%)				\$448,100
Contingency (20%)				\$985,820
Total				\$5,914,920

Source Xyst / TRC Tourism 2021.

9 The Experience Loops and Trails

The experience loops and trails are trails that provide for local and regional experiences. They are designed to complement the Signature Trail(s) with a series of trail that showcase Wairarapa's culture, scenery, visitor experiences, local and community assets and landscapes.

Local trails are those considered to be not as important in attracting visitors to the region, but still may have a high importance to the local community for recreational and other purposes including commuting. Local trails can still be considered by WTAG on a case-by-case basis but are deemed to be a level lower than this master plan requires.

While the entire Wairarapa Five Towns Trail Network is a Signature Product²³ (see Wellington Trails Framework and earlier sections of this Master Plan) – these trails should be considered the 'second tier' trails – while being important to deliver regional, community and visitor outcome benefits.

Elements of some of these Experience and Local Loops and Trails will have the following characteristics:

- Are likely to provide more connections to local community assets but will include significant and regionally oriented visitor experiences
- May have more Grade 2 and Grade 3 elements attached to the trail – that is the trail may not have the same market appeal as the Signature Trail elements
- May have more on-road elements to the connection (noting the priority to have off-road trails for the entire network)
- The trail section may require more skills to ride (assuming the section is designed for cycling)
- Some of these trails may be temporal while detailed planning is undertaken to resolve impediments to the section being upgraded to a Wairarapa Five Towns Trail Network Signature Trail.

The experience Loops and Trails are:

- 6 Masterton to Ōpaki Loop
- 7 Masterton Rivers Loop
- 8 Carterton to Gladstone Experience Loop
- 9 Martinborough Vineyard Loop
- 10 Waingawa to the Cliffs
- 11 Gladstone to Morrisons Bush

Experience loops and trails will generally be either grade 1 or grade 2 trails but may contain some on-road or Grade 3 sections that implementation of this master plan will continue to focus on to bring into line with the Grade 1 / Grade 2 off-road objectives expressed in this Master Plan.

²³ Wellington Regional Trails for the Future – A Strategic Framework for Trails in the Wellington Region. 2017 (TRC Tourism)

The following sections of this Master Plan provide the detail of the trail sections.

EXPERIENCE LOOP – TRAIL 6. MASTERTON TO ŌPAKI LOOP

Proposed Trail Description

This loop is designed to feature the upper Ruamāhanga River valley and includes some of the region's famous wineries and regional landscapes.

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

The proposed corridor follows the Masterton recreation trails across town to Henley Lake, where a proposed new trail leads out to the Ruamāhanga River to Te Ore Ore Road.

This new off-road trail begins by passing underneath the bridge abutment on Te Ore Ore Road, linking into Percy's Reserve. Following the existing road formation through Percy's Reserve, a proposed trail follows the riverbank upstream on the true right of the Ruamāhanga River, passing Rathkeale College, till meeting an unformed section of Wingate Road.

Following the unformed Wingate Road corridor, then a gravel section and finally sealed road to the junction of SH2, crossing over the railway.

The trail crosses over SH2 and into Loopline Road, a new off-road trail in the road corridor passes vineyards and olive groves. It may be possible to investigate a link into and through Matahiwi vineyard.

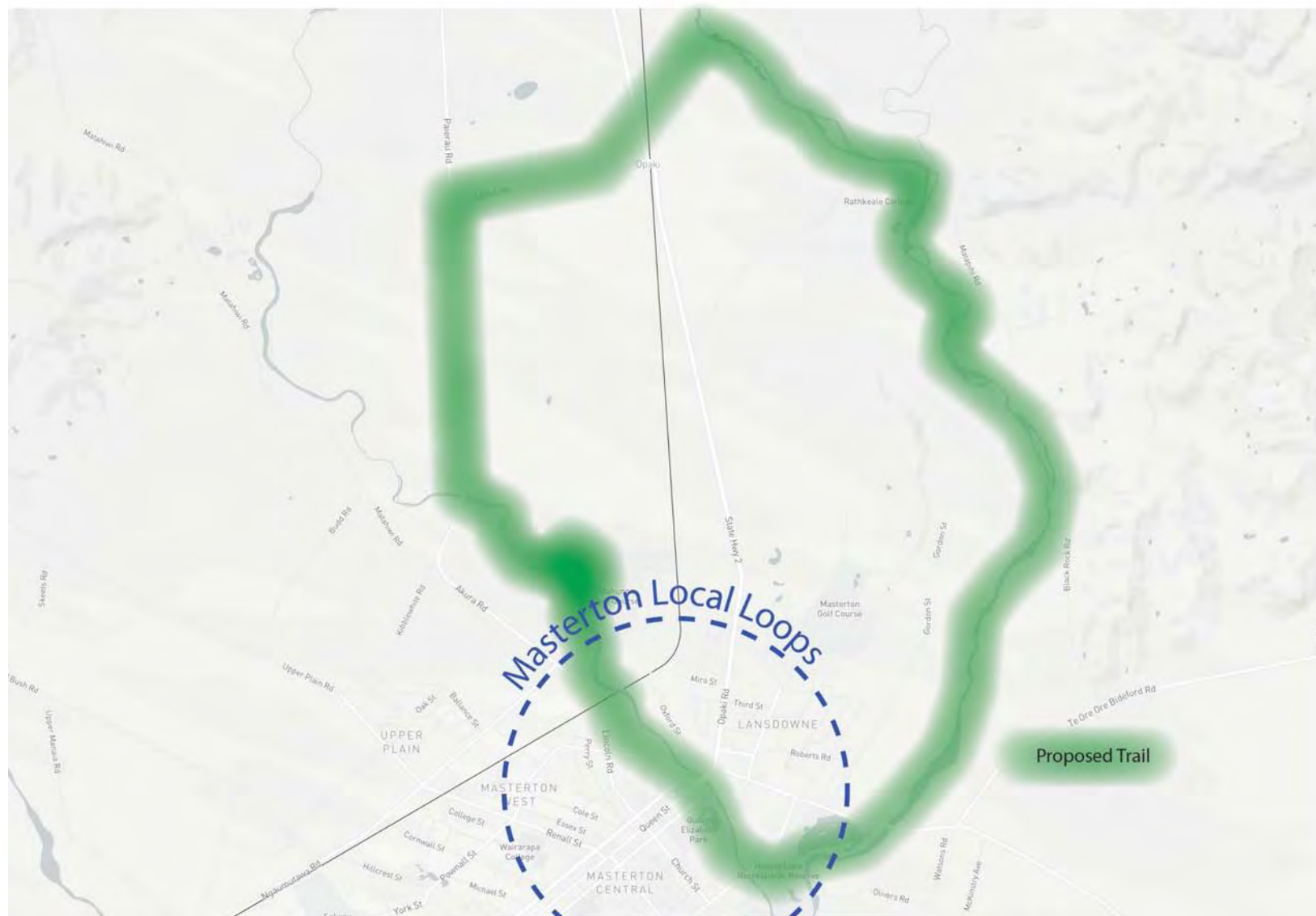
At the junction of Loopline and Paierau Road, an off-road trail follows along the eastern road corridor, till almost at the Waipoua River.

A proposed route follows a private roadway, and then along the Waipoua Riverbank to link into the Māhunga Golf Course. Continuing to follow along the Waipoua Riverbank, the proposed route travels along the edge of the golf course and farmland, before connecting to Māhunga Drive.

Passing under the railway line on Māhunga Drive, trail users can then follow Oxford Street or connect in with the river trail system and follow either route into Masterton central.

The following map contains the proposed route and corridor for the loop.

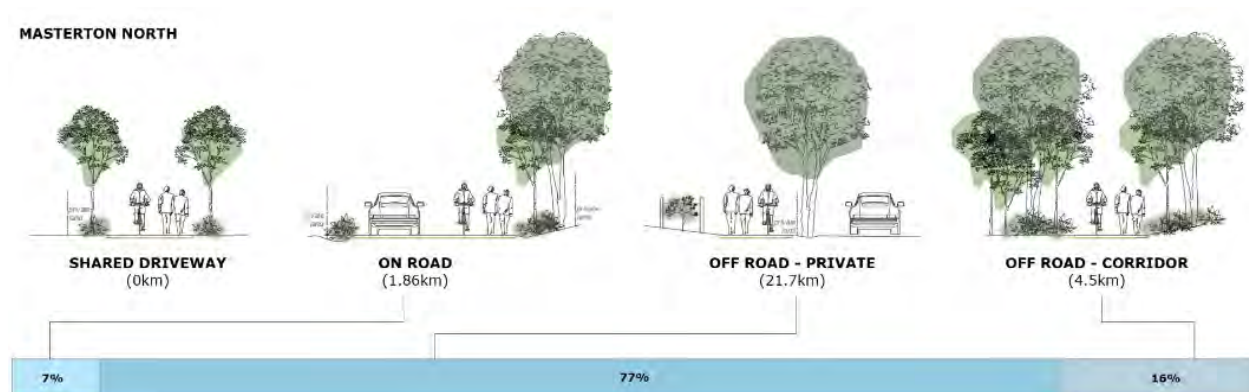
Figure 38. Map of the proposed Masterton to Ōpaki Experience Loop.



Source: Xyst / TRC Tourism 2021.

The following infographic shows the trail type on the proposed route corridor for the Masterton Ōpaki Experience Loop.

Figure 39. Breakdown of Trail Types on the Masterton Ōpaki Experience Loop



Source: Xyst / TRC Tourism 2021.

Trail Considerations – Masterton Ōpaki Experience Loop

Table 15. Trail considerations – Masterton Ōpaki Experience Loop

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Role in FTT Network	<ul style="list-style-type: none"> A component of the WFTTN that provides an additional experience for residents and visitors to Masterton.
Likely user groups/target markets for this section	<ul style="list-style-type: none"> Predominantly cyclists will complete the full circuit. The proposed riverbank trail will suit walkers, joggers, leisure cyclists and general visitors.
Trail experiences and standards (meeting identified market needs)	<ul style="list-style-type: none"> The river trail will be a strong experience for Wairarapa showcasing one of the region's rivers. The wineries of the Ōpaki region will provide a strong food and wine experience for trail users and the trail will provide a stimulus for them. A circuit of approximately 28 km provides a good half day to day ride/trail experience for many of the target markets.
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none"> Ōpaki wineries. The Ruamāhanga River provides swimming and fishing and river views from the proposed riverbank works.
Challenges and issues with developing this section	<ul style="list-style-type: none"> Stopbank works are required by Greater Wellington Regional Council and they must include trail considerations. Some private land may be required to be used. On road cycling and off-road trail are used together in this loop – may mix markets. Crossing SH2 and the rail crossing
Opportunities with this section	<ul style="list-style-type: none"> Ōpaki and the river form the strong experience elements. A good opportunity to build a loop trail for Masterton residents.

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Stakeholder matters requiring discussion	<ul style="list-style-type: none"> Greater Wellington Regional Council and Masterton District Council. KiwiRail for train line crossing, and Waka Kotahi for SH2 crossing points.
Priority	<ul style="list-style-type: none"> Medium.
Infrastructure	<ul style="list-style-type: none"> Some infrastructure may be required including toilets.
Management Authority(s) and Groups	<ul style="list-style-type: none"> Masterton District Council, Greater Wellington Regional Council Henley Lake Trust PSGEs, Rūnanga, Hapū and Marae Waipoua River Action Group Māhunga Golf Course Private Landowners

Experience Loop Costing

Table 16. Indicative Costs - Masterton Ōpaki Experience Loop

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	2	each	\$100,000
Trail formation	\$65.00	26,200	m	\$1,703,000
Bridges	\$4,000.00	0	m	\$0
Trail control devices (barriers/crossings/bollards)	\$40,000	1	Provisional sum	\$40,000
Major culverts	\$5,000	3	each	\$15,000
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$45	21700	m	\$976,500
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$2,887,500
Professional Services (10%)				\$288,750
Contingency (20%)				\$635,250
Total				\$3,811,500

Source: Xyst / TRC Tourism 2021

EXPERIENCE LOOP – TRAIL 7. MASTERTON RIVERS LOOP

Trail Description (Approximately 11.5 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

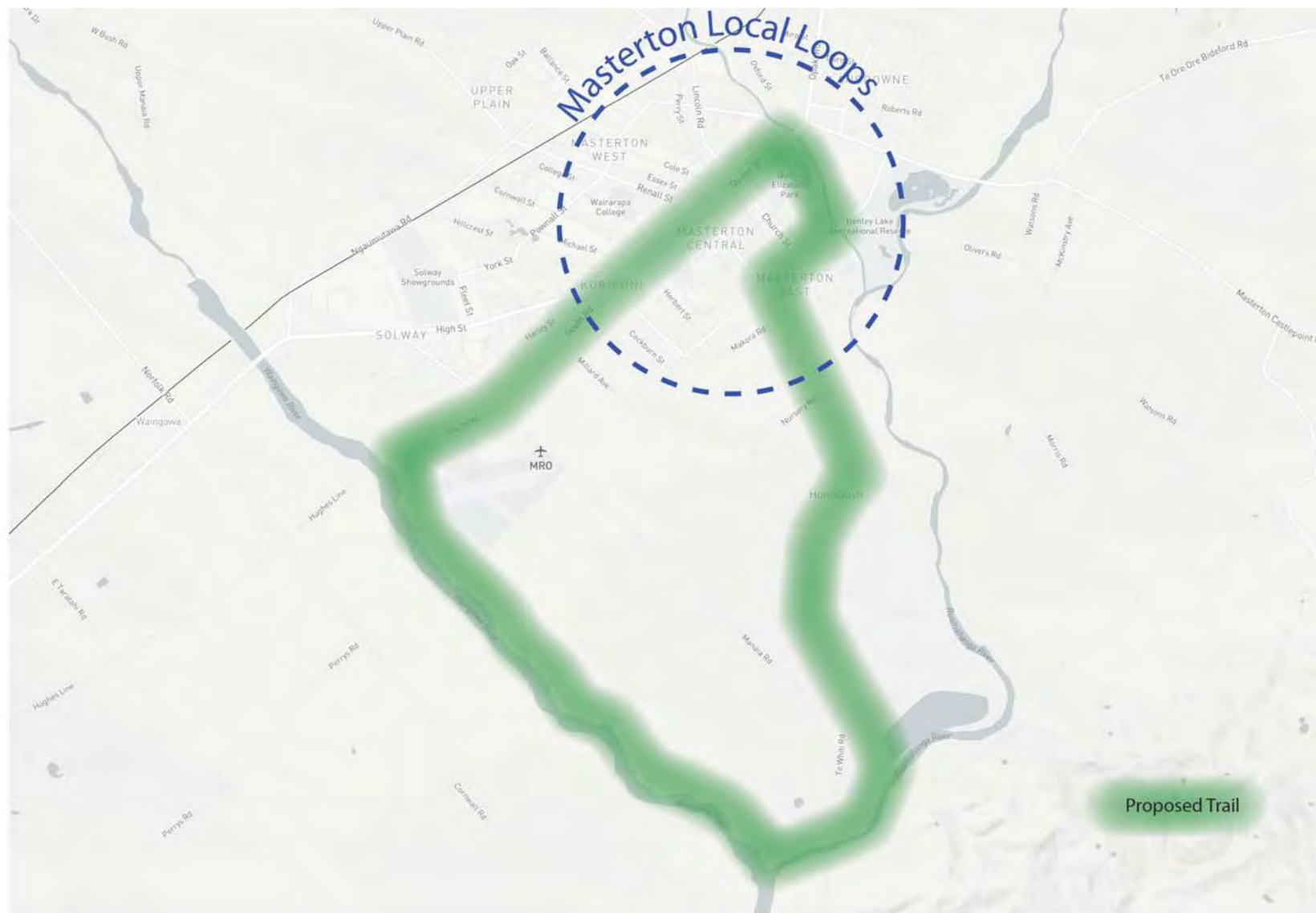
The purpose of this experience is to provide a shorter loop trail from Masterton that suits trail users of all market types and utilises all the features of the river system within Masterton south.

Beginning at the edge of town on Johnstone Street, an off-road trail in the road corridor follows Johnstone Street, then Te Whiti Road before turning into Pokohiwi Road, where it follows along the existing roadway.

A proposed private land corridor follows the Makoura Stream bank, down to the Ruamāhanga River, continuing along the river stopbank to the junction with Waingawa River. The proposed trail then follows upstream along the Waingawa River to meet with the Hughes Line option for the Carterton – Masterton trail.

The following figures provides the map of the proposed Masterton Rivers Experience Loop and the proposed breakdown of trail types for the proposed loop.

Figure 40. Map of the Masterton Rivers Experience Loop



Source: Xyst / TRC Tourism 2021

Figure 41. Trail Types – Proposed Masterton Rivers Loop



Trail Considerations

Table 17. Trail Considerations – Masterton Rivers Experience Loop.

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Role in FTT Network	<ul style="list-style-type: none">This trail provides an important experience loop from Masterton.
Likely user groups/target markets for this section	<ul style="list-style-type: none">This trail is proposed to offer several markets access to experiences. These include leisure riders, trail users, and walkers, joggers, general visitors and other specific groups including families and all ability access.
Approximate distance and duration	<ul style="list-style-type: none">15.5 km inclusive of the river connection into Gladstone.
Trail experiences and standards (meeting identified market needs)	<ul style="list-style-type: none">Off-road trail use through rural Wairarapa along the famous river systems linking the urban features of Masterton.
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none">Trails following the river provide access to the fishing, swimming, and other water-based recreation of the river system.Hood Aerodrome and associated historical elements, and the Vintage Aviator Museum Masterton are also accessible from this loop.
Potential route alternatives	<ul style="list-style-type: none">Trail users can return to Masterton via the trails proposed on the Carterton Gladstone loop discussed in the appropriate section.
Challenges and issues with developing this section	<ul style="list-style-type: none">Land and stopbank access along the river are dependent upon the GWRC river planning and private landowner access.A suitable route identified over private land to provide a good grade of access between two river terraces.

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Opportunities with this section	<ul style="list-style-type: none"> • This trail provides a strong experience and lifestyle-based opportunity for the residents of Masterton, as well as providing a strong visitor economy trail that gives full day alternatives.
Stakeholder matters requiring resolution /discussion	<ul style="list-style-type: none"> • Some private landowner issues to be resolved. • GWRC planning and river program.
Priority	<ul style="list-style-type: none"> • High.
Infrastructure	<ul style="list-style-type: none"> • Predominantly existing or already accounted for in other trail sections.
Management Authority(s) and/or Special Interest Groups(s)	<ul style="list-style-type: none"> • Masterton & Carterton District Councils, Greater Wellington Regional Council • Hood Aerodrome • PSGEs, Rūnanga, Hapū and Marae • Wairarapa Trails Action group • Makoura Stream Care Group

Trail Loop Costing

Table 18. Indicative Costs - Masterton Rivers Loop

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	1	each	\$50,000
Trail formation	\$65.00	10,500	m	\$682,500
Bridges	\$4,000.00	0	m	\$0
Trail control devices (barriers/crossings/ bollards etc)	\$40,000	1	Provisional sum	\$40,000
Major culverts	\$5,000	2	each	\$10,000
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$45	9300	m	\$418,500
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$1,254,000
Professional Services (10%)				\$125,400
Contingency (20%)				\$275,880
Total				\$1,655,280

Source – Xyst / TRC Tourism 2021.

EXPERIENCE LOOP - TRAIL 8. CARTERTON TO GLADSTONE

Trail Description

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

This experience trail is primarily designed for cycling. Initially a larger component of on-road trail is inevitable while the planning work is undertaken to resolve consent and route details to enable off-road trails.

Following the Carterton to Masterton route, at the 4km mark, turn right into East Taratahi Road. An off-road trail (6km) follows down the road corridor to the first of several river terraces where vineyards and wineries are located. At the second river terrace (8.5 km) the trail merges onto the gravel road and drops down to beside the Ruamāhanga River and a local reserve – the road finishes at 9.5 km mark.

Following along a proposed trail through vineyards and along the river terrace, the trail drops down another terrace and connects to a public reserve beside the Gladstone bridge.

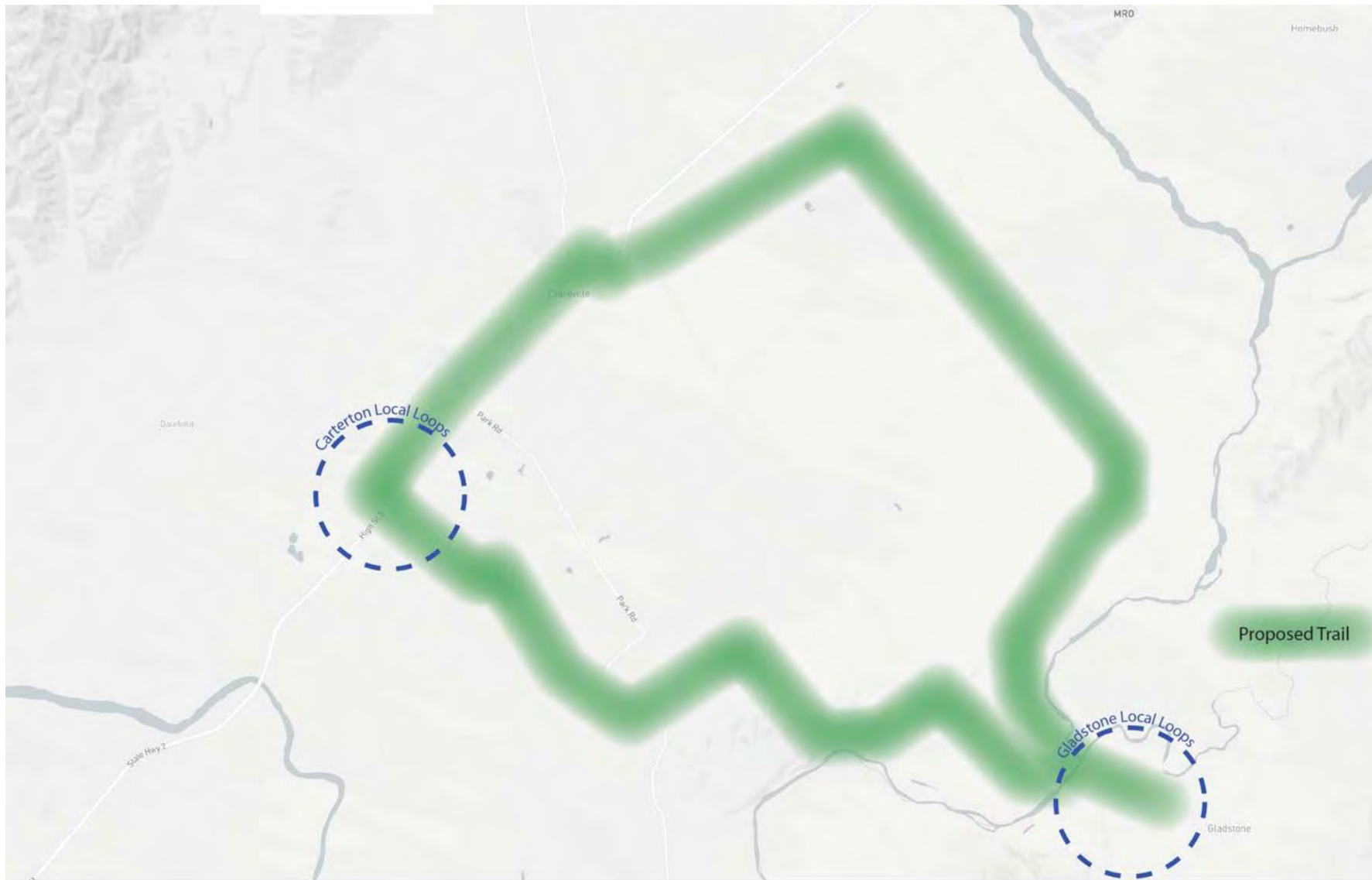
A proposed 160 m suspension bridge (or clip on) provides safe access over the Ruamāhanga River to the Gladstone Inn on the eastern bank.

Crossing back over the river to the western side, an off-road trail follows Gladstone Road, crossing the road to allow riders to visit further wineries, before linking into the Carter Scenic Reserve. A trail through the reserve brings riders to a river terrace, where a proposed trail links into a paper road, passing through bush and farmland to Triffin Road.

Following along Tiffin Road, then crossing Tiffin Road and a new off-road trail follows along Woodlands, Rayners, Para, Baylis and Waitangi Road corridors, then follows an unformed road section to the end of Johnsons Road. A proposed route crosses along the boundary of private land, then the route is on road along Marshall and Hilton Road into Carterton.

Note: many of the road corridors around Carterton are only 10m wide. Total trail length = 26 km.

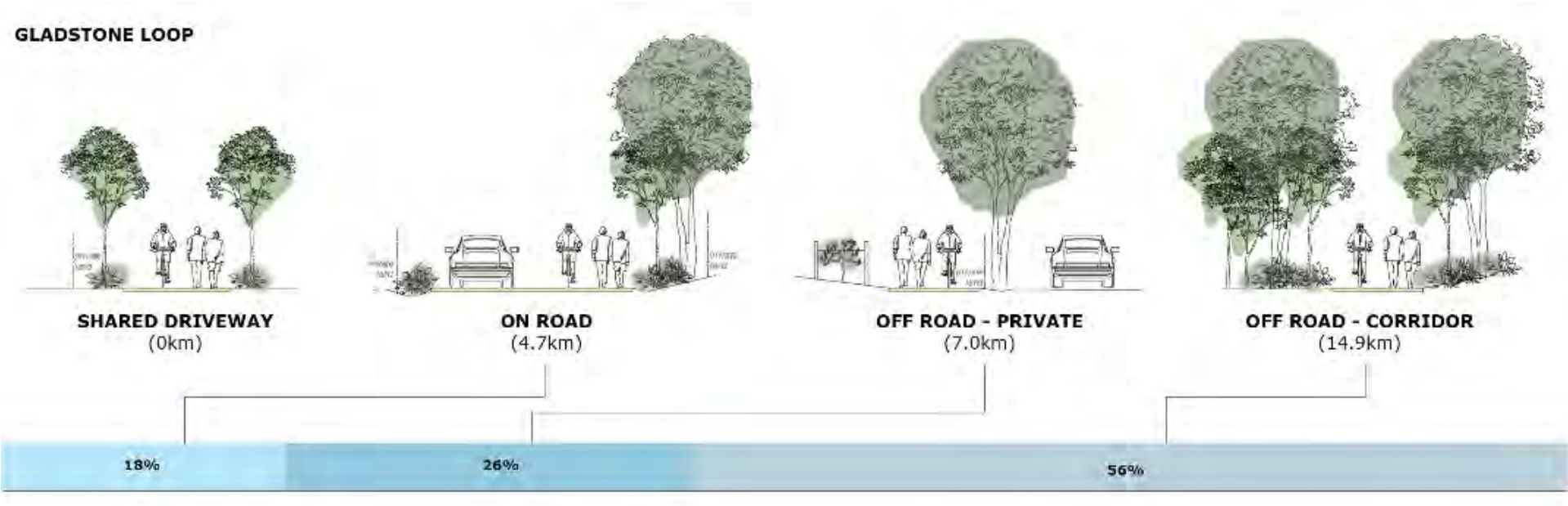
Figure 42. Map of the proposed Carterton to Gladstone Experience Trail/Loop.



Source: Xyst / TRC Tourism 2021.

The following figure provides an indicative trail type infographic for the Carterton to Gladstone trail section.

Figure 43. Carterton to Gladstone Experience Loop Indicative Trail Type



Source: Xyst / TRC Tourism 2021.

Trail Considerations

Table 19. Proposed Trail Considerations – Carterton to Gladstone Loop

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Role in FTT Network	<ul style="list-style-type: none"> Designed as a loop trail from Carterton to Gladstone and returning via a loop or on the same route. The on-road sections of this trail have been identified as lower use roads than the main throughfare routes – but still present less than ideal trail types.
Likely user groups/target markets for this section	<ul style="list-style-type: none"> This section of the trail provides a link to Gladstone and the wineries and river in the region and connects Carterton to the southern parts of the network via on and off-road trails. The trail will appeal to leisure cyclists, trail walkers, road cyclists, general visitors and other market segments.
Trail experiences and standards (meeting identified market needs)	<ul style="list-style-type: none"> If taking the Hughes Line from Carterton and south on the East Taratahi Rd – then off-road trail is proposed for the entire route into Gladstone. The route passes several wineries and cellar doors, before arriving at Gladstone with an alternative stop off on the river.

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
	<ul style="list-style-type: none"> Returning to Carterton via the western route requires some on road trail use suitable for leisure cyclists and road cyclists as well as general visitors on bicycles. Gladstone Inn is a very popular stop for locals and visitors alike.
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none"> Gladstone Inn and several wineries in the Gladstone region Hurunui-o-Rangi Marae Carter Scenic Reserve
Potential route alternatives	<ul style="list-style-type: none"> Returning to Carterton via the western proposed route has several alternatives. Some roads closer to Carterton are only minor in width and not suitable for an off-road path, with on-road routes identified with low traffic volumes.
Challenges and issues with developing this section	<ul style="list-style-type: none"> Mixing surfaces on the return route hinders the suitability of some markets in using the western return leg. Carter Scenic Reserve is Department of Conservation administered and cycling access issues would need to be resolved.
Opportunities with this section	<ul style="list-style-type: none"> Outstanding wineries and hotel make this a potentially popular day ride from Carterton. Cycling north-eastward to Masterton on the proposed river trail.
Stakeholder matters requiring /discussion	<ul style="list-style-type: none"> Predominantly Carterton District Council.
Priority	<ul style="list-style-type: none"> High
Infrastructure	<ul style="list-style-type: none"> A new bridge for trail users over the Ruamāhanga River to access the Gladstone Inn is required.
Management Authority(s) and/or Special Interest Groups(s)	<ul style="list-style-type: none"> Carterton District Council Department of Conservation Hurunui-o-Rangi Marae

Trail Costing

Table 20. Indicative cost estimates - Carterton to Gladstone Experience Loop

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	1	each	\$50,000
Trail formation	\$65.00	21,900	m	\$1,423,500
Bridges (160 m)	\$4,000.00	160	m	\$640,000
Trail control devices (barriers/crossings/bollards etc)	\$40,000	1	Provisional sum	\$40,000
Major culverts	\$5,000	4	each	\$20,000
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$45	7000	m	\$315,000
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$2,541,500
Professional Services (10%)				\$254,150
Contingency (20%)				\$559,130
Total				\$3,354,780

Source: Xyst / TRC Tourism 2021.

EXPERIENCE LOOP TRAIL – TRAIL 9. MARTINBOROUGH VINEYARD

Trail Description

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

Martinborough represents one of New Zealand's premier wine and food focussed visitor destinations. This experience loop is designed to provide connections for visitors to some of the region's premium wines and river frontages.

Martinborough also contains many wide streets that can be ridden more safely than narrower types of road reserves.

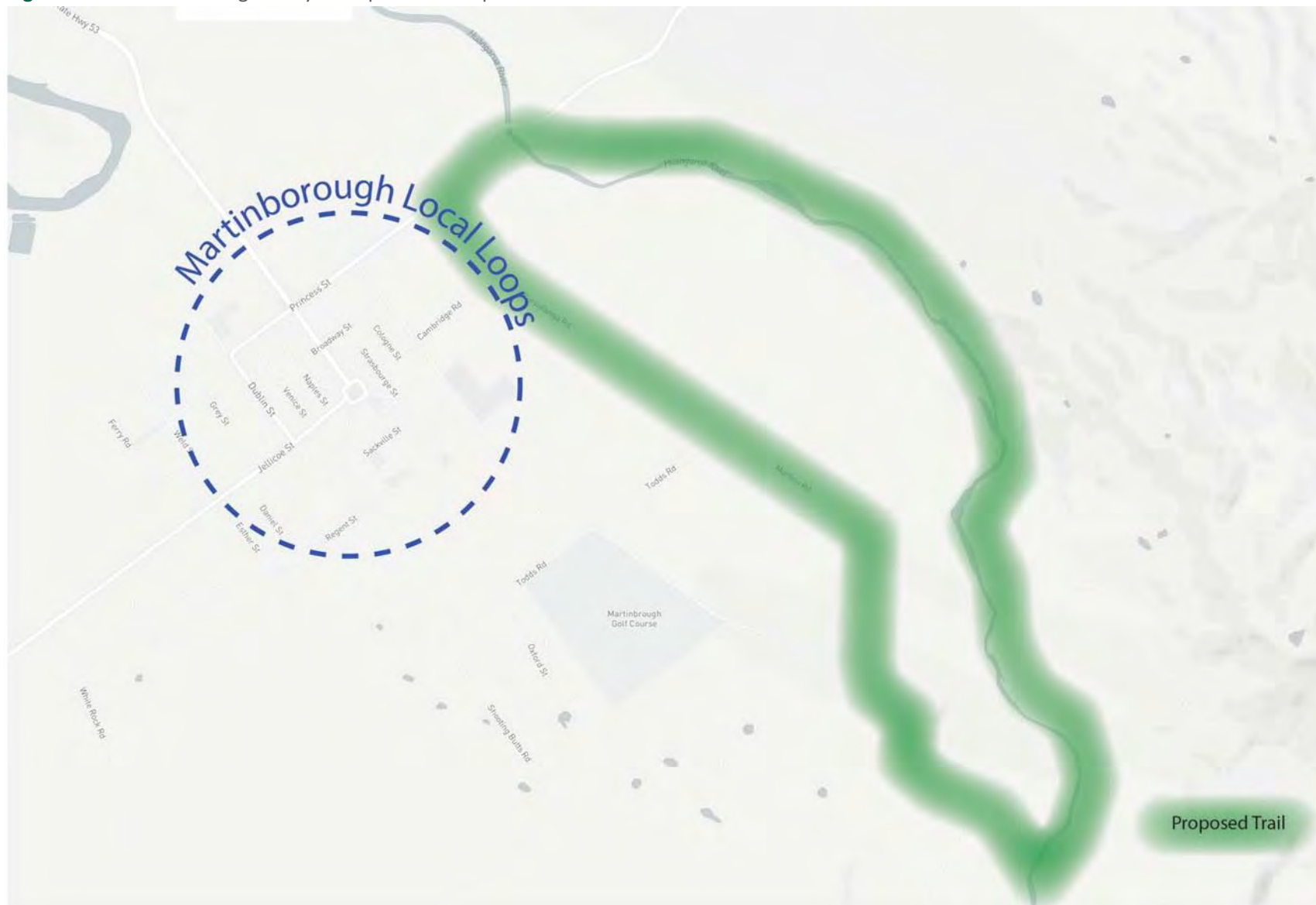
Travel out of Martinborough on the link to Greytown. At the junction of Princess Street and Puruatanga Road, follow a new off-road trail in the road corridor, passing wineries and vineyards along the route, continuing along Martins Road corridor, then onto Hinekura Road corridor to the Huangarua River.

Utilising a traffic warning system on the Huangarua River bridge, trail users utilise the existing road bridge over the river, before turning downstream and following a proposed route through private land, adjacent to the river corridor. This route follows the river downstream to join back into the Greytown-Martinborough link route at the downstream Huangarua River bridge, and then follows the route back into Martinborough.

Total trail length – excluding links = 10.5 km

The map below provides a depiction of the loop – excluding town connections which can be developed with many alternatives.

Figure 44. Martinborough Vineyard Experience Loop



Source: Xyst / TRC Tourism 2021.

The following figure provides the indicative trail types for the proposed Martinborough Vineyard loops.

Figure 45. Indicative Trail Types – Martinborough Vineyard Experience Loop



Source: Xyst / TRC Tourism 2021.

Trail Considerations

Table 21. Trail Considerations – Martinborough Vineyard Experience Loop

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Role in FTT Network	<ul style="list-style-type: none"> An off-road loop and an on-road cycle trip for potential visitors to the Martinborough town predominantly aimed at cycling and walking / jogging.
Likely user groups/target markets for this section	<ul style="list-style-type: none"> Leisure cyclists, trail users including running and walking (off-road section), general visitors and those visitors seeking a curated commercial tour or accessing hire bicycles. Residents using the trails for exercise.
Approximate distance and duration	<ul style="list-style-type: none"> 10 km approximately.
Trail experiences and standards (meeting identified market needs)	<ul style="list-style-type: none"> Martinborough's famous wines and the village life. Adjacent to Hau Ariki Marae.
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none"> The Huangarua River, several wineries, Martinborough wineries. Historical buildings in the town.

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Potential route alternatives	<ul style="list-style-type: none"> These loops were discussed with the cycling community in Martinborough and while other alternatives exist, the proposed route is thought to present the optimal off-road and on road trails.
Challenges and issues with developing this section	<ul style="list-style-type: none"> Some stopbank and private land access will be required.
Opportunities with this section	<ul style="list-style-type: none"> Provide a very strong off-road trail in and around Martinborough to showcase the Martinborough and Wairarapa wines and also provide access to some accommodation and food stops.
Stakeholder matters requiring resolution /discussion	<ul style="list-style-type: none"> Some private land and stop-banks may be required.
Priority	<ul style="list-style-type: none"> High
Infrastructure	<ul style="list-style-type: none"> Some bridge works may be required on the Huangarua River, dependent upon the Greytown to Martinborough link.
Management Authority(s) and/or Special Interest Groups(s)	<ul style="list-style-type: none"> Greater Wellington Regional Council, South Wairarapa District Council PSGEs, Rūnanga, Hapū and Marae

Trail Costings

Table 22. Indicative Costs – Martinborough Vineyard Experience Loop

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	0	each	\$0
Trail formation	\$65.00	10,400	m	\$676,000
Bridges (110 & 75 m)	\$4,000.00	0	m	\$0
Trail control devices (barriers/crossings/bollards etc)	\$40,000	1	Provisional sum	\$40,000
Major culverts	\$5,000	3	each	\$15,000
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$45	5700	m	\$256,500
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$1,040,500
Professional Services (10%)				\$104,050
Contingency (20%)				\$228,910
Total				\$1,373,460

Source: Xyst – TRC Tourism 2021.

EXPERIENCE TRAIL - TRAIL 10. WAINGAWA TO THE CLIFFS

Proposed Trail Description

Approximately 500m upstream of the Waingawa and Ruamāhanga river confluence, a new 170 m suspension bridge spans the Waingawa River. Crossing over to the western side of the rivers, the trail follows along the edge of farmland / Regional Council river control areas for approximately 3 kms. A steeper section of trail takes riders from river level up on to the higher river terraces where vineyards are established - the trail follows the edge of the river terrace and vineyards for 2 kms to Dakins Road and the Carterton - Gladstone circuit route.

This section of trail (and Experience Trail 11) potentially follows the proposed alignment for the Pūkaha to Kawakawa (WaiP2K). The WaiP2K trail follows the Ruamāhanga River and is driven by a collaborative network of communities and organisations. It covers the whole landscape from north to south and from east to west, from the mountains to the sea. Its vision is for thriving biodiversity and connected communities where land, water and people flourish. It operates across environmental, economic, cultural and social domains.

The following map contains the proposed route and corridor for the loop.

Figure 46. Map of the proposed Waingawa to the Cliffs Experience Trail



The following figure provides the indicative trail types for the proposed Waingawa to the Cliffs Experience Trail/Loop.

Figure 47. Indicative Trail Types – Waingawa to the Cliffs Experience Loop



Source: Xyst / TRC Tourism 2021.

Trail Considerations – Waingawa to Gladstone

Table 23. Trail considerations – Waingawa to Gladstone

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
Role in FTT Network	<ul style="list-style-type: none">This trail provides an important loop from Masterton, in addition to providing a link to Gladstone and the southern elements of the WFTTN along the Ruamāhanga River proposed river trail.
Likely user groups/target markets for this section	<ul style="list-style-type: none">This trail is proposed to offer several markets access to experiences. These include leisure cyclists, walkers, joggers, general visitors and other specific groups including families with a wide range of ability levels.
Approximate distance and duration	<ul style="list-style-type: none">5.4 kms inclusive of the river connection into Gladstone.
Trail experiences and standards (meeting identified market needs)	<ul style="list-style-type: none">Off road trail use through rural Wairarapa along the famous river systems linking the urban features of Masterton and the Masterton Rivers Loop and the rural charm and wineries of Gladstone.
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none">Trails following the river provide access to the fishing, swimming and other water-based recreation of the river system.

IMPORTANT CONSIDERATIONS/CRITERIA	DESCRIPTION
	<ul style="list-style-type: none"> • The Cliff and Gladstone wineries and the Gladstone Inn are popular eating and drinking establishments. • Hood Aerodrome and associated historical elements are also provided for close to this section.
Potential route options	<ul style="list-style-type: none"> • Trail users can return to Carterton or Masterton via the trails proposed on the Carterton Gladstone loop discussed in the appropriate section.
Challenges and issues with developing this section	<ul style="list-style-type: none"> • Land and stop bank access along the river are dependent upon the GWRC river planning and private landowner access. • A suitable route identified over private land to provide a good grade of access between two river terraces.
Opportunities with this section	<ul style="list-style-type: none"> • This trail provides a strong experience and lifestyle-based opportunity for the residents of Masterton, as well as providing a strong visitor economy trail that gives full day options, as well as further options to travel through the various sections and elements of the proposed network. <p>The proposed trail follows part of the proposed WaiP2K trail.</p>
Stakeholder matters requiring resolution /discussion	<ul style="list-style-type: none"> • Private landowner issues to be resolved and agreements in place where required. • Greater Wellington Regional Council planning and river program.
Priority	<ul style="list-style-type: none"> • High <p>It is noted that some elements of this section require extensive planning. The planning is a high priority to overcome the issues.</p>
Infrastructure	<ul style="list-style-type: none"> • A long 170 metre suspension bridge over the Waingawa River is required.
Management Authority(s) and/or Special Interest Groups(s)	<ul style="list-style-type: none"> • Masterton & Carterton District Councils, Greater Wellington Regional Council • PSGEs, Rūnanga, Hapū and Marae • WaiP2K Alliance

Waingawa to Gladstone Experience Trail Costing

Table 24. Indicative Costs - Waingawa to Gladstone Experience Loop

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	0	each	0
Trail formation	\$65.00	5450	m	\$354,250
Bridges	\$4,000.00	170	m	\$680,000
Trail control devices (barriers/crossings/bollards)	\$40,000	1	Provisional sum	\$40,000
Major culverts	\$5,000	3	each	\$15,000
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$45	5450	m	\$245,250
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$1,387,500
Professional Services (10%)				\$138,750
Contingency (20%)				\$305,250
Total				\$1,831,500

EXPERIENCE TRAIL - TRAIL 11. GLADSTONE TO MORRISON'S BUSH

Proposed Trail Description

From the Gladstone Inn, a trail leads through the adjacent Gladstone Reserve to the river-bank and then heads downstream passing under the Gladstone Road bridge. The trail then follows the river-bank crossing over private land for 1500m to link in with an unformed section of Ahiaruhe Road. After a further 500 metres the formed section of road is accessed.

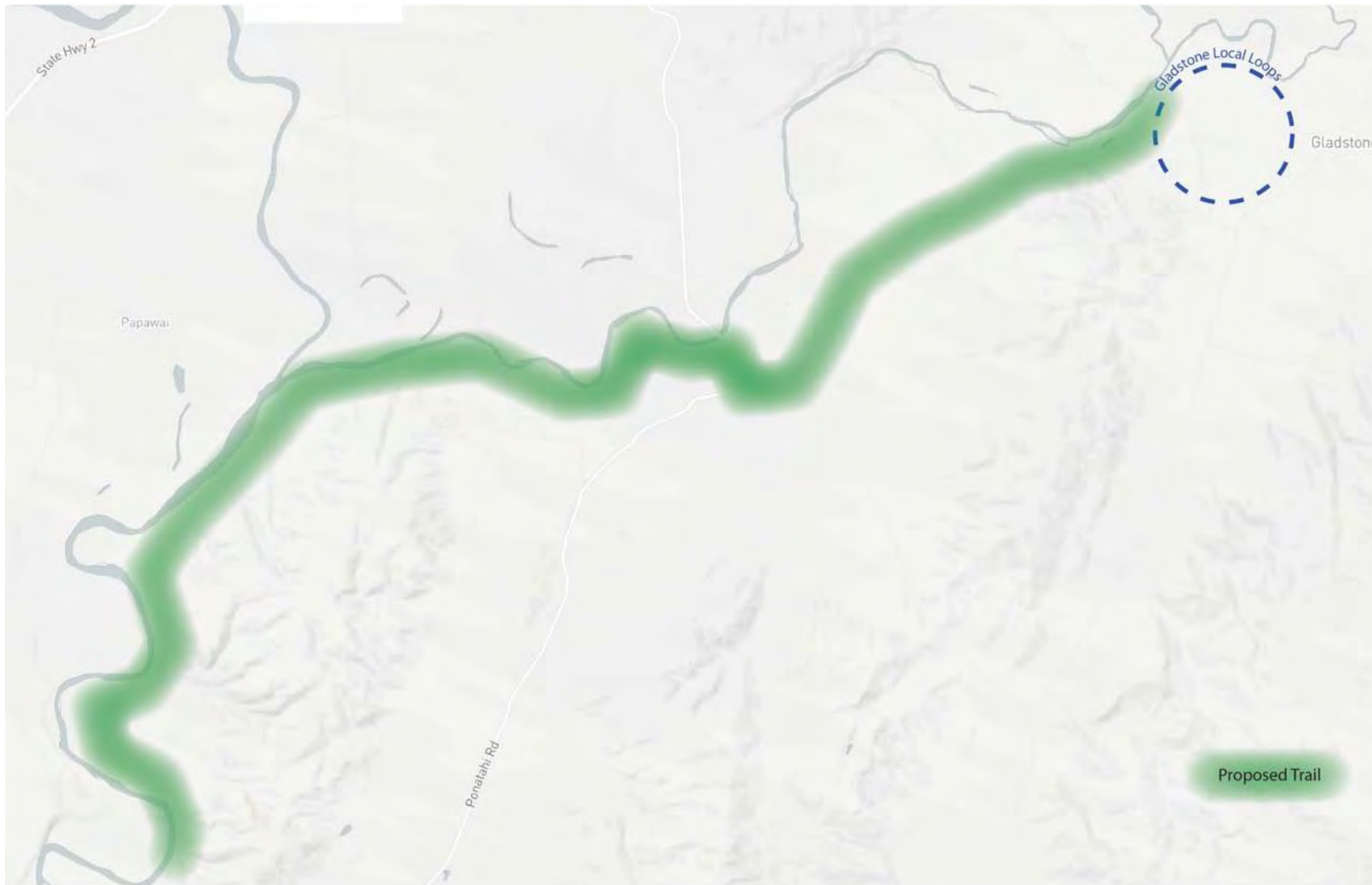
Trail users can follow along this sealed road for 4.1 kms to the Millars Road intersection - and they could visit the Aotearoa Stonehenge site. At this point a new 1.3 km off-road trail is formed in the road corridor, with a 35m suspension bridge over the Ahiaruhe Stream, continuing along to the junction of Millars and Kokotau Roads, and along Kokotau Road to the Ruamāhanga River.

The proposed trail travels across private farmland (subject to landowner consent), following the river-bank / edge of farmed areas / Regional Council river control areas for approximately 16.4 kms - until meeting the proposed Greytown - Martinborough route opposite the Morrison's Bush campground. The only road access point is via Foreman-Jury Road and there are 5 major stream crossing points along this trail route.

As per the previous Experience Loop (Experience Trail 10 – Waingawa to Morrison's Bush) – this route potentially follows part of the WaiP2K proposed route.

The following map contains the proposed route and corridor for the loop.

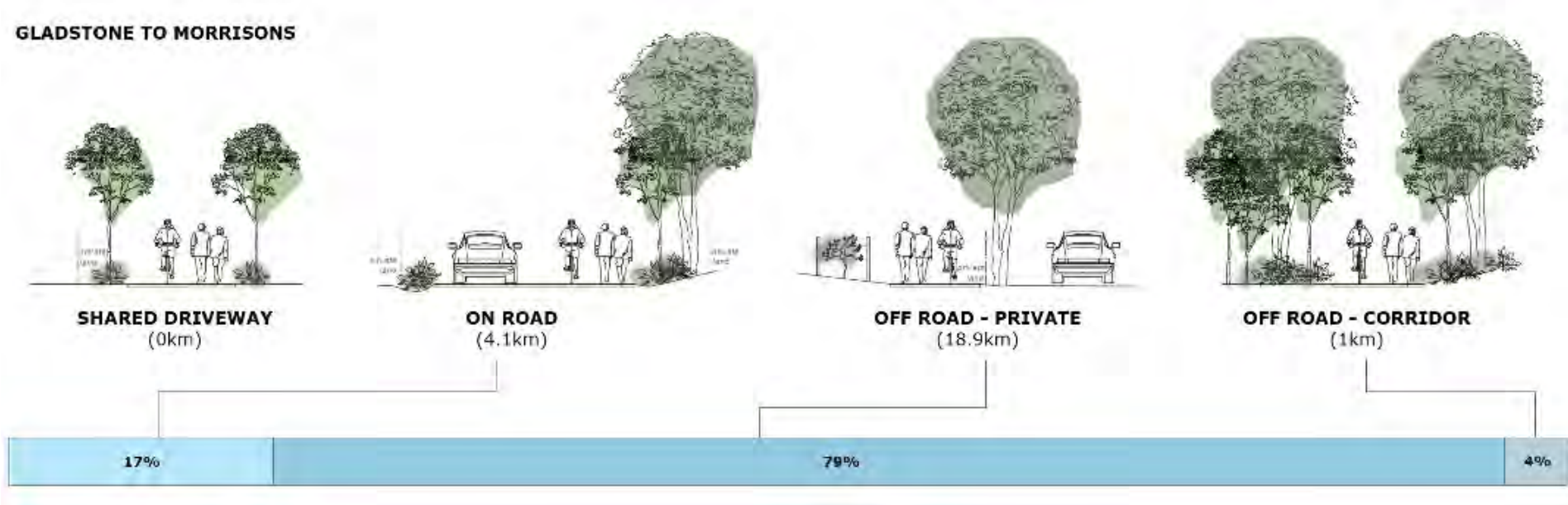
Figure 48. Map of the proposed Gladstone to Morrison's Bush Experience Trail



Source: Xyst / TRC Tourism 2021.

The following figure provides the indicative trail types for the proposed Gladstone to Morrison’s Bush Experience Loop Trail.

Figure 49. Indicative Trail Types – Gladstone to Morrison’s Bush



Source: Xyst / TRC Tourism 2021.

Trail Considerations – Gladstone to Morrison’s Bush

Table 25. Trail considerations – Gladstone to Morrison’s Bush

IMPORTANT CONSIDERATIONS / CRITERIA	DESCRIPTION
Role in WFTTN Network	<ul style="list-style-type: none">This section of trail provides a river ride from Gladstone through to the Morrison’s Bush camping area, with trail users then able to keep heading south into Martinborough. This proposed section effectively closes the loop on the WFTTN network outer circuit.
Likely user groups/target markets for this section	<ul style="list-style-type: none">This section of trail will be used by several markets including leisure cyclists, trail walkers, joggers, general visitors and other markets.A small section of on road trail for cycling is proposed through Ahiaruhe.
Approximate distance and duration	<ul style="list-style-type: none">23.5 km

IMPORTANT CONSIDERATIONS / CRITERIA	DESCRIPTION
Trail experiences and standards (meeting identified market needs)	<ul style="list-style-type: none"> Likely to be a Grade 2 trail – the predominant experience will be trail use alongside the river systems of the Wairarapa. Departing from Gladstone and arriving at Morrison’s Bush camping area, the trail will also provide important connections south to Martinborough, west to Carterton and Greytown, and north east to Masterton.
Destinations/points of interest along section, including points of difference	<ul style="list-style-type: none"> The Gladstone Inn and the wineries of the Gladstone area, and the river are the main points of interest, Aotearoa Stonehenge can be accessed by a small side trip from the trail.
Potential route options	<ul style="list-style-type: none"> Geography constrains the options available.
Challenges and issues with developing this section	<ul style="list-style-type: none"> As a substantial portion of this trail section is on the river system, stop banks and private property access is crucial to the section being viable. Consents and agreements will be required.
Opportunities with this section	<ul style="list-style-type: none"> Work with Greater Wellington Regional Council on their riverbank program to use the stop bank system where possible. The section picks up Stonehenge and Ahiaruhe House as existing products. The proposed trail forms part of the proposed WaiP2K trail.
Stakeholder matters requiring resolution /discussion	<ul style="list-style-type: none"> Private landowners and Greater Wellington Regional Council are important for this section to proceed.
Priority	<ul style="list-style-type: none"> High
Infrastructure	<ul style="list-style-type: none"> Mostly on road signs and trail furniture.
Management Authority(s) and/or Special Interest Groups(s)	<ul style="list-style-type: none"> Masterton and Carterton District Councils, Greater Wellington Regional Council PSGEs, Rūnanga, Hapū and Marae WaiP2K Alliance

Gladstone to Morrison's Bush Costings

Table 26. Indicative Costs - Gladstone to Morrison's Bush Experience Trail

ITEM	RATE	QUANTITY	UNIT	TOTAL
Trail head improvements	\$50,000	1	each	\$50,000
Trail formation (higher price due to access issues)	\$80.00	19,990	m	\$1,592,000
Bridges	\$4,000.00	100	m	\$400,000
Trail control devices (barriers/crossings/bollards)	\$40,000	2	Provisional sum	\$80,000
Major culverts	\$5,000	5	each	\$25,000
Signage/Road markings	\$15,000	1	Provisional Sum	\$15,000
Trail counters	\$8,000	1	each	\$8,000
Fencing contributions	\$45	18900	m	\$850,500
Landscaping/Amenity improvements	\$30,000	1	Provisional Sum	\$30,000
Total				\$3,050,500
Professional Services (10%)				\$305,050
Contingency (20%)				\$671,110
Total				\$4,026,660

10 Master Plan Construction Cost Summary

Costs identified in this Master Plan are provided for budgetary purposes. They are based on industry knowledge and recent tender and construction performance and are generally on a per lineal meter or per item basis. They are not based on engineering design or specifications.

Provision for some project management and contingency costs has been made. It is acknowledged that some trail corridors will require significant statutory planning, and this has not been included in the cost estimates provided in the trail and loop detail sections of this plan. Some of these planning costs are assumed to be able to be borne by the Territorial Authorities while others may require additional allowances.

It is proposed that as each trail section is planned in more detail, full works costings and allowances will be made by the project manager. WTAG may also seek to put in place some planning capability to the process of consents, agreements, and more detailed route negotiations.

All costs are based on 2021 New Zealand dollar estimates which will change over the life of this master plan.

Table 27. Trail Network Summary Costs

SIGNATURE TRAIL COSTS		
Section	Location	Cost Estimate (rounded up)
1	Featherston to Greytown	\$2,528,000
2	Greytown to Carterton	\$2,344,000
3	Carterton to Masterton	\$2,748,000
4	Greytown to Martinborough	\$2,164,000
5	Featherston to Martinborough	\$5,915,000
TOTAL		\$15,699,000

EXPERIENCE TRAIL / LOOP TRAIL COSTS		
Section	Location	Cost Estimate (rounded up)
6	Masterton Ōpaki Loop	\$3,812,000
7	Masterton Rivers Loop	\$1,655,000
8	Carterton to Gladstone Loop	\$3,355,000
9	Martinborough Vineyard Loop	\$1,374,000
10	Waingawa to The Cliffs Loop	\$1,832,000
11	Gladstone to Morrison's Bush	\$4,027,000
TOTAL		\$16,055,000

Total implementation costs of the network are \$31,754,000



11 Implementation Guide

This trails master plan is designed to provide guidance to the routes and infrastructure required to deliver the vision for Wairarapa as a world class trails destination.

Flexibility is the key to delivering outcomes in a plan that has a life of at least 5 years.

Accordingly, the implementation guide is general in nature, and provides a series of priority actions, most related to planning and ongoing management of the network. Construction details can and will be delivered through the most appropriate manager; most likely being the relevant District Council, Regional Council or land manager (including Department of Conservation).

Figure 50 provides the implementation framework for the master plan. While other elements can be considered, implementing the core elements as described in the headings in the diagram, and as discussed in the following sections will deliver success over a period of time only constrained by budget.

Priorities are listed as High, Medium and Low and also include the term Foundation:

- High should be undertaken as soon as resourcing allows
- Foundation underpins much of the way the plan will be implemented
- Medium is generally once high has been completed
- Low can be deferred until the high and mediums are underway.

Figure 50. Implementation Guidelines – Elements to be Considered



ELEMENT 1. STRONG GOVERNANCE, MANAGEMENT AND FUNDING

This essential element includes governance, effective trail management and funding. Strong and effective governance of the trail destination and trail network is essential to a successful destination.

This plan acknowledges Wairarapa Trails Action Group (WTAG) as the appropriate mechanism to pursue governance for the implementation of the master plan. WTAG was developed in response to the growing need for the region to take a holistic approach to trail development.

Current WTAG Members include:

- District Councils (South Wairarapa, Carterton and Masterton)
- Destination Wairarapa
- Greater Wellington Regional Council
- Department of Conservation
- Trails Wairarapa Trust
- Greytown Trails Trust
- Wairarapa Moana Trail Trust

Reforming the WTAG as a Master Plan implementation body is essential. This may only involve altering the terms of reference, or it may involve a governance review to determine the most effective and efficient means of formalising the role of WTAG, given the roles of other members.

Consideration could be given to an independent chair, private sector invitees that may include tourism business representatives, and community members reflecting a skills matrix required to deliver the plan.

Importantly, funding for the planning, community engagement, construction and maintenance of the network will require careful consideration. Capital funding can often be ad-hoc in timing reflecting grant opportunities.

Management and maintenance funds are essential to keep the trails to a high standard. In the event maintenance slips, the standard of the experience drops and there is a direct correlation to the user experience and accordingly downstream economic benefits to the region.

Day to day management and oversight of the trails is essential not only to the standard of the trails, but also to the visitor experience being maintained. Both ongoing management and maintenance are fundamental to the trails' future.

Developing the agreements and aligning them to the principles and goal are essential. Appropriate ongoing management including maintenance will ensure the trail continues to deliver on the world class signature trail standard it is designed to be.

Actions - Proposed Governance

ACTION NUMBER	ACTION	PRIORITY	LEAD
1.1	Approve the Master Plan and endorsement in principle to proceed.	High	WTAG
1.2	Undertake a governance review to determine the best model for planning and delivering the master plan.	High	WTAG
1.3	Implement the review findings.	Foundation	Members of the new entity
1.4	Undertake a financial plan that includes the accountability of individual members, Councils, national government funding opportunities and likely long term maintenance considerations.	High	New Entity
1.5	Develop trail management guidelines and accountabilities.	High	New entity

ELEMENT 2. TRAIL PLANNING

This master plan provides the overall network plan for the WFTTN. There are many elements that require further detailed planning. This may include but not be limited to:

- Optimal detailed routes within the proposed route corridors contained within this plan
- Land holder agreements where the land may not be Council managed or owned
- KiwiRail consent to use and/or cross KiwiRail land
- Consultation and engagement with PSGEs, Rūnanga, Hapū and Marae regarding areas to avoid, place of interest and business opportunities
- Negotiation with GWRC and other land managers in relation to stop-bank and river protection works that can involve trail design and construction
- Using the trail corridor for land protection and conservation works including weed eradication, planting of native species and community-based activity
- Negotiation with Waka Kotahi regarding crossings of State Highways and other safety issues
- Planning of infrastructure including trail head car parks, routes through urban towns (in conjunction with the community)
- Alignment with Council long term plans

Strong planning is essential to take the master plan and deliver the trail network. This is especially so for Wairarapa where in some cases, obvious routes are currently not available or deemed to be sensitive prior to detailed discussions with landowners.

Actions - Proposed Planning

ACTION NUMBER	ACTION	PRIORITY	LEAD
2.1	Ensure planning capability is within the new entity, or at least the ability to influence planning in District Councils.	High	New Entity
2.2	Develop a database of the planning constraints and issues across the proposed trail network corridor for prioritisation (starting with Signature Trails). Develop consistent trail section planning guidelines that outline the process and protocols needed for preparing each trail section project plan.	High	New Entity
2.3	Implement detailed route planning for the highest priority alignments on the Signature Trail corridors.	High	New Entity
2.4	Engage broadly with partner agencies and landholders to determine detailed routes where no approved route exists.	High	New Entity
2.5	Ensure alignment of the master plan with other plans currently in development including the DMP for Wairarapa.	High	New Entity District Councils
2.6	Work with the private sector and other potential partners identified in this section to seek support for the planning.	Medium	New Entity
2.7	Develop a financial investment database including a register of contributions to record all investment in trail planning and construction to aid funding.	High	New Entity

ELEMENT 3. INDUSTRY AND COMMUNITY PARTNERSHIPS

Developing partnerships is critical not only for the success of the trail network, but for the ongoing activation and management of the network to achieve the maximum benefit from it. Establishing those partnerships as early as possible in the detailed planning phase of the section and/or implementation plan will benefit all partners in the longer term.

Building lasting and meaningful partnerships also brings a sense of community to the trail management and instils pride and volunteerism to it.

Working with the partners in the Wellington Regional Trails Framework is also critical for consistency and alignment with the broader regional strategy.

Partnerships could involve (but not be limited to):

- PSGEs, Rūnanga, Hapū and Marae
- Private Sector businesses
- Community groups with an interest in trails, land management and tourism including WaiP2K Alliance and Wairarapa Moana Trail Trust
- Art and Culture organisations
- Neighbouring TAs and other land and trail managers
- WellingtonNZ
- Department of Conservation
- Landowners
- Trail companies and/or outdoor active groups that may seek a mutually beneficial outcome.

Actions - Proposed Industry and Community Partnerships

ACTION NUMBER	ACTION	PRIORITY	LEAD
3.1	Develop a partnership strategy that seeks to maximise the opportunities for PSGEs, Rūnanga, Hapū and Marae, other agencies, groups and businesses to be involved in the ongoing development and management of the network, and that can assist with advocacy of the network's development and worth.	High	New Entity
3.2	Implement the partnership strategy growing the advocacy and engagement with the trail network.	Ongoing	New Entity

ELEMENT 4. TRAIL CONSTRUCTION AND STANDARDS

Construction of the trail network will ideally be undertaken to a high standard and will follow the principles and guidance outlined in Section 6 of this plan.

Trails will ideally be Grade 1 or Grade 2 and will predominantly be off-road where possible and where a trail route can be physically and legally constructed.

While the trail can be constructed to a certain grade, the design and trail 'surface' can also be considered. As far as possible, a 'Wairarapa' feel to the trail and a design that is used consistently across the network, particularly the Signature Trails, will provide strong brand re-enforcement.

Developing a style guide to help deliver consistent and exceptional trails will help deliver the vision and goals of the project.

Aligning the development of the standards to the broader Wellington Regional Trails Framework and the national standards will also ensure consistent trails and trails that are understood by the user markets.

Scheduling of the trail construction will be undertaken as planning allows. Detailed planning (See Element 2) will take time and construction implementation will require flexibility in scheduling various sections. The Signature Trail elements will take priority over the Experience Loop and Trail elements of the network.

The investment of approximately \$32 million NZ in trail construction over a 10-year period leads to considerable opportunity for trail related construction businesses.

The development of a 'social enterprise' model or trail construction business based in Wairarapa would enable skills to be developed and kept in the region, ultimately with the potential to be exported to other regions in New Zealand.

Actions - Proposed Trail Construction

ACTION NUMBER	ACTION	PRIORITY	LEAD
4.1	Align the trail construction scheduling with the trail route statutory planning as route details and planning permits are gained.	High	New Entity / District Councils
4.2	Develop a style guide aligned to Wairarapa branding and 'feel' that can be used for construction of the various sections irrespective of whose land it is constructed on.	Medium	New Entity / Destination Wairarapa
4.3	Consider the development of a Trail Construction Business Enterprise or Social Enterprise model to grow skills and employment based on the trail network in Wairarapa.	Medium	New Entity / District Councils

ELEMENT 5. SUPPORTING INFRASTRUCTURE

Supporting infrastructure can significantly add to the trail user experience and the likelihood of return visitation (in the case of out of region visitors). Trail infrastructure can include (but not be limited) to:

- Toilets
- Bridges
- Trail heads
- Carparks
- Signs
- Bollards
- Barriers
- Fencing

A style guide to continue to develop the trail network infrastructure will assist the development of the branding and experience theme of the WFTTN. It will also ensure that infrastructure is developed to a similar standard to the trail (i.e., Grade 1 and 2), and is consistently applied throughout the network.

The rivers of Wairarapa are a significant landscape feature. Bridging over many of the rivers will be considerable (in excess of 100 metres) and could be a feature of the network. The most likely outcome will be suspension bridges. An example of a feature bridge is shown in Figure 51.

Figure 51. Suspension Bridge near Lake Taupo



Source: Nzpocketguide.com

Actions - Proposed Infrastructure

ACTION NUMBER	ACTION	PRIORITY	LEAD
5.1	Develop a ‘style guide’ for trail-based infrastructure on the WFTTN enabling a consistent build standard and infrastructure palate that is aligned to the brand.	Medium	New Entity / District Councils
5.2	Consider making the bridges over the significant Wairarapa rivers a feature of the WFTTN through strong design.	Medium	New Entity / District Councils

ELEMENT 6. MARKETING PROMOTION AND EVENTS

A world class trails destination not only depends on world class trails and supporting infrastructure, but on activation of the network and the promotion and marketing of the trails.

Working with Destination Wairarapa, the WFTTN will be branded and aligned to the new Destination Management Plan currently being developed.

In addition to Destination Wairarapa branding, aligning the WFTTN with 'Find Your Wild' through the Wellington Regional Trails Framework will be important to build the regional approach to trail promotion.

Activating the trail experience through using the infrastructure to support events, pop ups, artists in residents and other activities will provide the economic benefit through increasing trail-based visitation.

Making information on the network available to user markets is critical to building awareness of the WFTTN. This would take the form of digital information, pre-trip and during trip information, social media feeds and pages, printed collateral and partnerships with business and tourism activities to have the network jointly promoted through all relevant channels.

Actions - Marketing Promotion and Events

ACTION NUMBER	ACTION	PRIORITY	LEAD
6.1	Partner with Destination Wairarapa to ensure the branding of the WFTTN is undertaken appropriately and it sits within the overall brand of Wairarapa.	High	Destination Wairarapa
6.2	Develop a product activation plan including events and other activities based on the trails (or using existing events and activities and align them more to the trails).	Medium	New Entity
6.3	Provide consistent digital and printed information on the trail and how to visit to the network including features, experiences, accommodation etc.	High	New Entity / Destination Wairarapa



12 Socio Economic Benefits and Considerations

This section provides an indicative economic benefit assessment of the full development of the proposed trail network. It is designed to identify the scale of the benefits arising from the trail network over a 10- year period. The modelling is based on a number of assumptions.

For any submissions for funding (e.g., government and/or private sector), we recommend that a full economic impact assessment be conducted as part of a business case. This would include detailed analysis of the market segments that would use the trail network and seasonality of use.

12.1 Trail Costs

The following table shows 10-year costs for the full trails network (signature trails and experience loops and trails). Annual maintenance costs are assumed to be 1.5% of capital costs.

Table 28. Wairarapa WFTTN Costs – 10 Years

Wairarapa Trail Costs	\$ NZ (2021 Prices)
Construction Costs	
Signature Trails	\$15,699,000
Experience Loops and Trails	\$16,055,000
Total Construction Costs	\$31,754,000
Trail Maintenance Costs	
Annual Cost (based on 1.5% of construction cost)	\$476,310
Total 10 Years	\$4,763,100
Total Costs (10 Years)	
Trail Costs	\$36,517,100

12.2 Trail Users

The following table shows indicative estimates of trail users over a 10-year period for local users (residents of TAs adjacent to the trails); visitors from elsewhere in New Zealand; and international visitors.

International users are likely to be more limited in the first few years of operation as world travel markets adjust to the covid environment. At the same time, any restrictions on international travel will boost the number of New Zealand residents holidaying locally. The trail network is accessible, and this will generate a significant number of local users from the adjacent local government areas.

These estimates are illustrative only of the potential use of the trail over the 10-year period and show an increase in users from 210,600 in year 1 to around 308,170 in year 10 (selected years only shown).

Table 29. Trails Users Estimated in Years 1, 3, 5, 7, 9 and 10

Number Users on Trail (Estimates)	Y1	Y3	Y5	Y7	Y9	Y10
Local Users	93,600	105,287	113,879	123,171	133,222	136,966
Other NZ Users	78,000	87,739	94,899	102,643	111,018	114,138
International Users	19,500	21,900	35,000	45,000	55,500	57,000
Total	210,600	236,896	256,227	277,135	299,749	308,173

Source: TRC/MCa Estimates and Modelling 2021

12.3 Spending in the Region

Trail users will spend in the areas in proximity to the trail segments. Some estimates are provided based on assumed average spending by trail users. Average spending levels (per user/day) are assumed and are:

- local users \$30
- other New Zealand users \$170
- international users \$280.

Based on the trail user numbers the following is an estimate of annual spending over the 10-year period. Total spending increases from \$m 21.528 in year 1 to \$m 39.472 in year 10.

Table 30. Spending in Region (estimates - \$million estimates)

Spending in Region (estimates) \$million NZ (2021 prices)	Y1	Y3	Y5	Y7	Y9	Y10
Local Users	\$2.808	\$3.159	\$3.416	\$3.695	\$3.997	\$4.109
Other NZ Users	\$13.260	\$14.916	\$16.133	\$17.449	\$18.873	\$19.404
International Users	\$5.460	\$6.132	\$9.800	\$12.600	\$15.540	\$15.960
Total	\$21.528	\$24.206	\$29.349	\$33.744	\$38.410	\$39.472

Source – TRC / MCa Modelling and Estimates 2021.

12.4 Economic Impacts

Employment Impacts

Spending in the region will generate additional jobs in the region. These jobs will be in existing businesses (e.g., cafes, restaurants, wineries, accommodation etc.) and new business servicing the trail market (including bike hire, transport etc.). These jobs will be dispersed across areas that are in proximity to the trail segments. Jobs increase from 96.5 FTE in year 1 to 176.2 FTE in year 10.

The table below provides an estimate of the number of jobs that could be created in Wairarapa if the WFTTN is completed as planned.

Table 31. Total Jobs Generated from the WFTTN Operation (FTE Number)

Jobs Generated (estimates) <Full Time Equivalent>	Y1	Y3	Y5	Y7	Y9	Y10
Total All Users						
Direct Jobs	86.5	97.3	118.2	136.0	155.0	159.3
Indirect/Induced Jobs	10.0	10.4	12.7	13.6	16.4	16.9
Total Jobs	96.5	107.7	130.9	149.6	171.4	176.2

Source – TRC / MCa Modelling and Estimates 2021.

Increase in Regional Income

Spending by trail users will boost regional income in the areas covered by the trail network. The table below provides a selected number of years.

Table 32. Increase in Regional Income – WFTTN Trail Operations (\$NZ Mil)

Regional Income Increase (estimates) \$million NZ (2021 prices)	Y1	Y3	Y5	Y7	Y9	Y10
Total Region/ All Users						
Direct Income	\$6.683	\$7.514	\$9.111	\$10.476	\$11.925	\$12.255
Indirect/Induced Income	\$0.714	\$0.785	\$0.959	\$1.105	\$1.258	\$1.291
Total Regional Income	\$7.396	\$8.299	\$10.070	\$11.581	\$13.183	\$13.546

Source – TRC / MCa Modelling and Estimates 2021.

12.5 Benefit Cost Analysis

The following provides a benefit cost analysis for the trail network. The economic benefits are measured only by the increase in regional income generated by trail user spending. The discount rate used to calculate the present value of benefits is 7% (the rate recommended by the NZ Government for infrastructure projects). The trails project delivers a Benefit Cost Ratio (BCR) of 2.1, which is in the range identified in a 2016 report for the Ministry of Business, Innovation and Employment (MBIE).²⁴

Table 33. WFTTN Regional Cost Benefit Analysis

Regional Cost Benefit (\$ NZ 2021 prices)	Discount Rate
Period: 10Years	7%
Costs	
Capital Costs Trail & Infrastructure 2021 (\$)	\$31,754,000
Costs - Maintenance (10 years)	\$4,763,100
Total Costs	\$36,517,100
Benefits (10 years)	
Regional Income Increase	\$104,264,492
Total Benefits	\$104,264,492
Total Benefits (\$) Present Value	
	\$75,292,396
Net Present Value (\$) Total Benefits	\$38,775,296
NPV/Cost	1.1
Benefit Cost Ratio (BCR)	2.1

Source – TRC / MCa Modelling and Estimates 2021.

²⁴ Ngā Haerenga - The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs, A report for MBIE, Antong Victoria – August 2016. P2

12.6 Other Social Benefits

There are several social benefits of recreational trails which are not included in the benefit cost analysis. These include:

- health benefits arising from exercise activity which can be measure by the savings in long term health costs (both private and government funded)
- improvements in mental health through participation in individual and group trail related activities
- social cohesion through engagement with family and friends in shared trail experiences
- experience of the outdoors, which increases understanding and respect for the natural environment

Some of these benefits would be quantified and be included in a benefits measure in a full economic impact analysis of the trails project.



APPENDIX 1 – STAKEHOLDERS IN WAIRARAPA AND THEIR INTERESTS INCLUDING RELEVANT PLANS.

The table below provides a snapshot of the main stakeholders in the WFTTN master plan ecosystem.

Table 34. Stakeholders and Relevant Plans

STAKEHOLDERS	AGENDA/ INTERESTS IN WFTTN	RELEVANT PLANS/STRATEGIES
WellingtonNZ Regional Development	<p>Currently in process of re-prioritising economic development priorities. Priorities include:</p> <ul style="list-style-type: none"> • Job creation • Infrastructure creation <p>The Wairarapa Economic Development Strategy and Action Plan identified tourism as a key stream to be developed, and specifically the Wairarapa Five Towns Trail Network.</p> <p>The Wellington Regional Trails for the Future recommends the Wairarapa Five Towns Trail Network as a 'Signature' trail for the Wellington region.</p>	<ul style="list-style-type: none"> • Wairarapa Economic Development Strategy 2018 (WEDS) • Wellington Regional Trails for the Future – A Strategic framework for Trails in the Wellington Region September 2017 (WRTF) • The Wellington Regional Land Transport Plan (RLTP) - includes a Wairarapa Corridor strategy and a cycling network plan. (Details in appendix A)
Greater Wellington Regional Council (GWRC)	<p>GWRC do not have parks in the proposed area but manage a lot of land.</p> <p>Identified recreation opportunities in Te Kāuru Upper Ruamāhanga Floodplain Management Plan. Western banks have space, working with landowners over next few years on planting – opportunity to introduce cycle path at same time, no catchment plan for Ruamāhanga in the lower catchment (South Wairarapa).</p> <p>Opportunity to use Ruamāhanga river as the trail focus - goes via 4 out of the 5 towns – not Featherston, but opportunity to link to Waiōhine.</p> <p>Cannot rely on stopbanks as accessways but there are some (at SH bridge). Ruamāhanga river has no catchment plan in the Southern Wairarapa.</p>	<ul style="list-style-type: none"> • Te Kāuru Upper Ruamāhanga Floodplain Management Plan 2019 • Draft Waiōhine river Plan (Waiōhine Action Group)
Masterton District Council (MDC)	<p>Vision: 'More people on bikes in Masterton: commuting to work and school; recreating; tourism and events'.</p> <p>MDC has rolled over funding for trails in recent years until trail priorities are set.</p> <p>Currently working on Parks and Open Spaces Plan which will align with urban sections of the WFTTN plan.</p> <p>Masterton Three Rivers Trail concept currently being updated/prioritised.</p>	<ul style="list-style-type: none"> • MDC Cycling Strategy 2017 • Masterton Rural trails Network Plan 2016, also named The Wairarapa Community Rural Trails Network Plan 2016 (NB only for Masterton District with some links, mainly north, except Mt Buck/Remutaka Summit) • Masterton Three Rivers Trail

STAKEHOLDERS	AGENDA/ INTERESTS IN WFTTN	RELEVANT PLANS/STRATEGIES
	Masterton and Carterton District Councils agreed to take on the long-term maintenance of cycling suspension bridges in their districts as part of their Long-Term Plans.	<ul style="list-style-type: none"> • Parks and Open Spaces Asset Management Plan 2018-2048 • Annual Plan 2019/20
Carterton District Council (CDC)	<p>CDC will support initiatives to encourage cycle touring, and walking and cycling for recreational purposes, in rural areas within Carterton District and across the wider Wairarapa. Includes support for development and use of Nga Haerenga / The NZ Cycle Trail; individual location-based facilities (e.g., the existing Carterton (Dalefield Road) or Rivenrock mountain biking parks) and initiatives to develop on-road touring routes and off-road recreational trails varying from casual and easy to more physically challenging.</p> <p>Consultation on 2019/20 annual plan includes a 2km walk/cycle trail long the Ruamāhanga River in Gladstone, and a link path to the railway station.</p>	<ul style="list-style-type: none"> • Walk Cycle Carterton 2016 – in the process of being updated • LTP 2018/28 • Annual Plan 2019/20 consultation
South Wairarapa District Council	<p>Council will support and advance cycling in line with community expectations and consultation, LTP/Annual Plan community outcomes for transport incl: health, safety, pride and belonging, accessibility, sustainability</p> <p>Projects for 2019/20: Implement cycle strategy</p>	<ul style="list-style-type: none"> • Draft Cycle Plan 2016 • LTP 2018/28 • Annual Plan 2019/20
Destination Wairarapa	<p>Destination Wairarapa’s vision is for every traveller to have Wairarapa on their “Must Do” list, and a mission to ‘Grow the Wairarapa’s Tourism Revenue to \$212m by 2025, while shallowing the low to high season trough by attracting “More Visitors, who Stay Longer and Spend More”.</p> <p>In terms of the tourism offering, Destination Wairarapa seeks to:</p> <ul style="list-style-type: none"> • work with stakeholders to deliver a diversity of experiences for visitors by: <ul style="list-style-type: none"> – identifying gaps in the tourism offering – facilitating the development of new product • develop products with key partners, such as: <ul style="list-style-type: none"> – cycling trails tied into the Great Ride – Food Story and Dark Sky – PSGEs, Rūnanga, Hapū and Marae to own and tell their story • influence key agencies to improve tourism infrastructure • assist, mentor and support events • engage with relevant community groups to promote Social Licence 	<ul style="list-style-type: none"> • Destination Wairarapa Strategy to 2025 • Wairarapa Destination Plan (TBD)

STAKEHOLDERS	AGENDA/ INTERESTS IN WFTTN	RELEVANT PLANS/STRATEGIES
	WEDS recommendations include the development of a Destination Plan for Wairarapa.	
Department of Conservation	<p>Wairarapa Moana is classified as a Wetland of International Importance. Potential link trail.</p> <p>Partnerships to update and develop recreational use around Wairarapa Moana.</p> <p>Connections between Wairarapa Moana and Remutaka Forest Park.</p> <p>Feasibility studies undertaken on 3 Wairarapa mountain biking track options in the Remutaka hills/ Tararua forest with links into Featherston, Greytown and Masterton.</p>	<ul style="list-style-type: none"> Wellington Conservation Management Strategy (2019)
Greytown Trails Trust	The Greytown Trials Trust formed some time ago and they helped to establish the important Greytown Rail Trail, linking Greytown and Woodside.	Currently involved in completing the Tauherenikau suspension bridge to connect Featherston and Greytown.
Five Towns Trails Trust	Established prior to WTAG and set up to develop longer term plans to link the 5 main Wairarapa towns with trails.	The Trust has taken a back seat to the WTAG which has broad support from the Councils.
Trails Wairarapa	Three rivers study	
Fab Feathy	Fab Feathy is a Community Led Development (CLD) based in Featherston with the intent of bringing about positive change to the community.	‘Our Future Featherston: 1.0’ is the community led plan. The plan specifically mentions new safe and accessible walking and cycling trails for development for tourism and improving connections between the town and nearby environmental assets in Lake Wairarapa.
Go Carterton	Community Development and formed to promote business and the community to the Carterton District Council.	
Kai Pai Carterton	Department of Internal Affairs funded community development programme that has recently had a plan developed and funded for 3 years.	Carterton Community Plan developed.
WaiP2K - Pūkaha to Kawakawa Alliance	<p>Community led network in Wairarapa to increase the health of Wairarapa ecosystems, biodiversity, water and the resilience of its communities.</p> <p>Proposing trail from Pūkaha to Kawakawa via the Ruamāhanga River.</p>	

STAKEHOLDERS	AGENDA/ INTERESTS IN WFTTN	RELEVANT PLANS/STRATEGIES
Rangitāne Tū Mai Rā Treaty Settlement Trust Ngāti Kahungunu ki Wairarapa Tamaki Nui a Rua Treaty Settlement Trust Wairarapa Moana Statutory Board	<p>Partnership at Wairarapa Moana – proposing network of trails using paper roads and potential visitor experience - star gazing.</p> <p>Under the Treaty Settlement process, both Rangitane and Kahungunu will have shared ownership and control of Wairarapa Moana.</p> <p>The Wairarapa Moana Statutory Board will be established following the enactment of the Ngati Kahungunu ki Wairarapa Tamaki Nui a Rua Treaty Settlement. The process will also see the correction of a number of placenames, including Tauwharenikau (currently Tauherenikau), and Waiāwangawanga (currently Waingawa).</p>	To be completed following the consultation proposed.
Waka Kotahi (NZ Transport Agency)	<p>The National Cycling Programme supports the investment in cycling through taking a broader approach, including connecting regions with safer routes.</p> <p>Potential to fund bridge/clip on to State highway river crossings (but not long-term maintenance).</p> <p>Potential funding for urban connections to better support active and safe transport needs.</p>	<ul style="list-style-type: none"> • National Cycling Programme • National Land Transport Programme • Innovating Streets for People programme
KiwiRail	<p>Potential to apply for a Licence to Occupy KiwiRail land including for:</p> <ul style="list-style-type: none"> • Cycleways and pathways • Local trails trusts/groups • Community economic development groups 	
Private sector (Business groups, tourism operators, cycle retail)	The Wairarapa towns and community has access to strong retail and business support. This includes the Green Jersey (based in Martinborough) which runs cycle tours and bike hire through the Southern Wairarapa, Blackwell and Sons, a bespoke cycle store in Greytown, MyRide and Cycling Tom's bike stores in Masterton.	Many business interests have contributed towards cycling plans and strategies in the Wairarapa for Councils and other interests.

AUSTRALIA

Suite 5, ¾ Gippsland Street
PO Box 837, Jindabyne NSW 2627

Phone: +61 2 64562722
Email: enquiries@trctourism.com

NEW ZEALAND

Level 5, Dell EMC House, 5 Willeston Street
PO Box 2515, Wellington 6140

Phone: +64 4 4723114
Email: info@trctourism.com

www.trctourism.com



ASSETS AND SERVICES COMMITTEE

27 OCTOBER 2021

AGENDA ITEM C1

PARTNERSHIPS AND OPERATIONS REPORT

Purpose of Report

To update members on activity and progress within the Partnerships and Operations group.

Recommendations

Officers recommend that the Committee:

1. *Receive the Partnerships and Operations Report.*

1. Group Manager Commentary

In water, operations and maintenance of the three waters assets by WWL continues to meet service level expectations. Nightly flow rates indicate we are achieving a gradual improvement in water leakage across the system, although Martinborough has experienced a slight increase. The majority of projects in the capex delivery programme are underway and in various stages of delivery. Externally surveyed customer satisfaction rates remain high, at 75%. The annual capital delivery programme remains on target for forecast delivery.

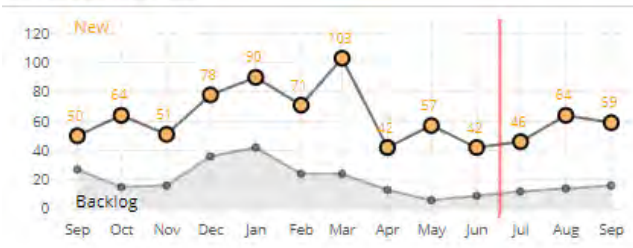
In roading, recently compiled independent data has shown that the 'ride quality' on South Wairarapa sealed roads is better than rural and national averages. And in terms of safety, the total number of crashes on South Wairarapa roads is below rural, Wellington and national averages.

The amenities team has been busy – highlights include the launch of the 5 Town Trails master plan, the unveiling of the plaque on the Martinborough Soldiers Memorial gates and the extension of the Greytown cemetery.

2. Water

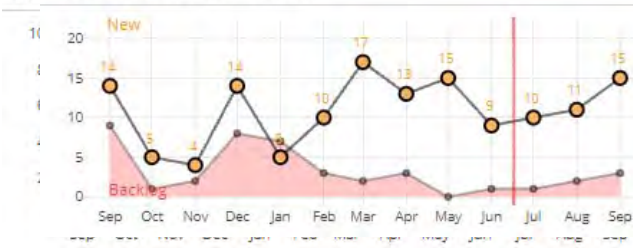
2.1 Wellington Water operational performance

Network Faults: All



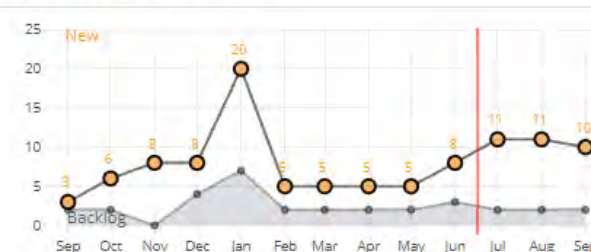
Wellington Water have been working on getting on top of the service requests backlog, created through the high number of reported water leaks from customers during summer.

Network Faults: Wastewater



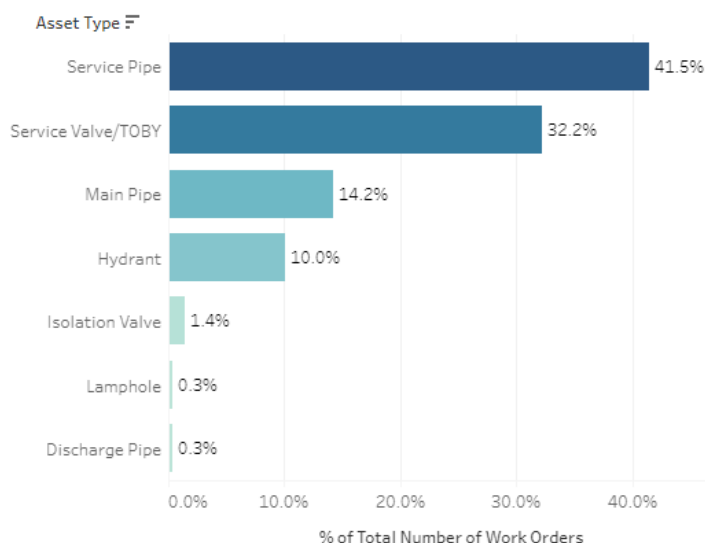
Stormwater service requests followed usual seasonal trends except for incidents linked to a heavy rainfall event in January that was experienced in South Wairarapa. Wastewater service requests have remained consistent over the past few months.

Network Faults: Stormwater

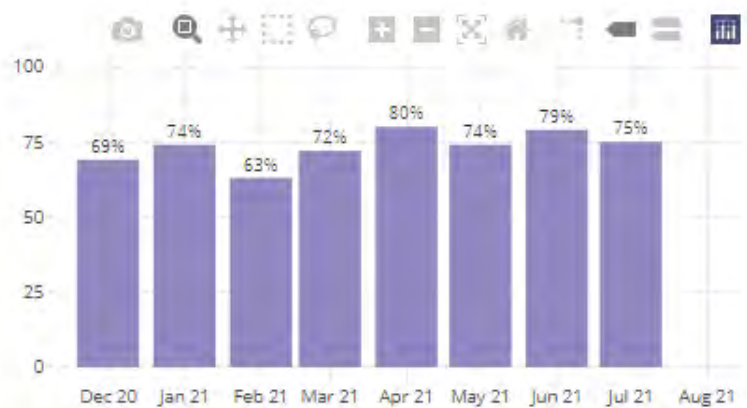


Following a request at the last Assets & Services Committee meeting, a summary has been provided on the water repairs by asset type. The graph indicates that the bulk of the water repairs are being required on service pipes, valves and toby's. (Data from the last 12 months).

Water Requests By Asset Fault



Customer Satisfaction (Colmar Brunton Survey)



2.2 Operational response events

A water pump failed at the Martinborough reservoirs on Friday evening 1st October. This pump supplies 15 properties from Shooting Butts Road, where most experienced very low pressure as a result.

Wellington Water operational crews responded to the event through the evening, making contact with the affected properties, dropping off bottled water and coordinating a replacement pump. The Customer Hub were providing regular updates on progress to keep everyone informed on the situation. Water was restored by midnight that evening.

It was found that the pump's trip fuse was incorrectly set, which caused the pump to overheat and burn out. Follow up inspections of pumps in the SWDC networks have been undertaken to ensure this issue was an isolated occurrence.



Figure 1. Burnt-out water pump, Martinborough

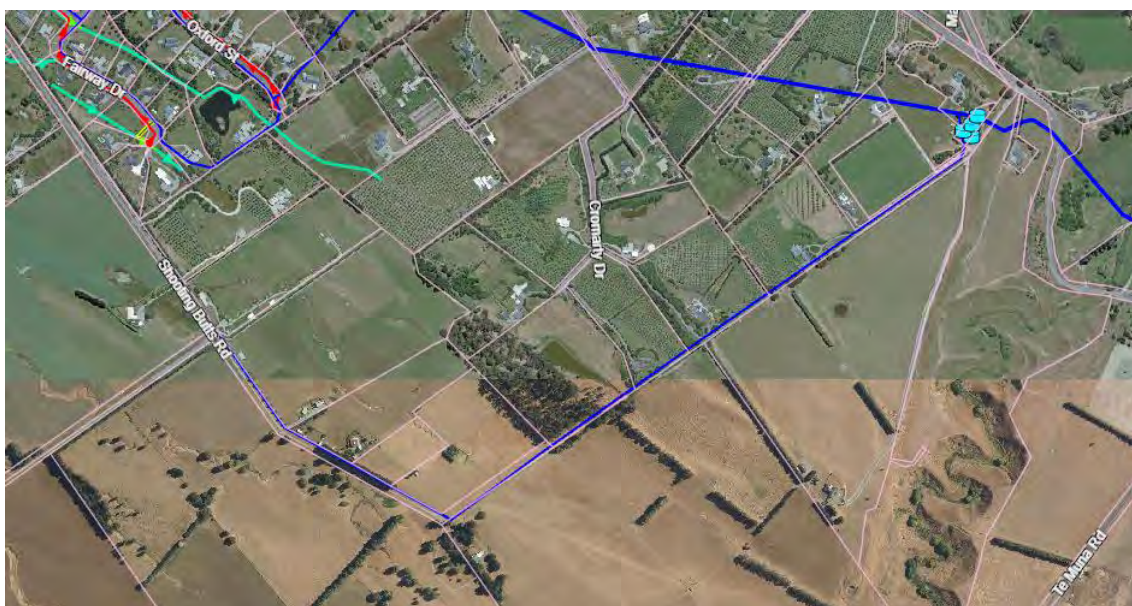


Figure 2. Properties affected by the low water pressure on Shooting Butts Rd, Martinborough

2.3 Lightning strike at Waiohine WTP

An extreme weather event with gale force winds and lightning strikes on the weekend of 11 September resulted in power outages and damage to telemetry/control equipment at the Waiohine Water Treatment Plant. This led to significant issues where the plant was required to run manually for most of the weekend in between ongoing power outages. Wellington Water operators worked 24/7 to successfully operate the plant to meet normal service levels. Unfortunately, whilst returning the plant to normal operation a volume of water passed through the system without full UV treatment, however the chlorine disinfection system was operating and the water was chlorinated and mixed with the fully treated water providing significant dilution. Details of the incident were passed on to Regional public Health authorities and it was not considered to be health concern. Additional sampling of the network was carried out for assurance purposes. Investigations are ongoing to see what lessons can be learnt.

2.4 Reducing leakage across the South Wairarapa

Following the last round of leak detection surveys in Featherston and Greytown, the field operations crews have been working through repairing these leaks.

Overall, there has been a reduction in the night flows (that are indicative of network leakage) for water in Greytown and Featherston. Martinborough however has experienced a slight increase in nightly flow rates. Monitoring of the night flows continue, and further leak detection surveys are planned prior to the peak summer demand period.

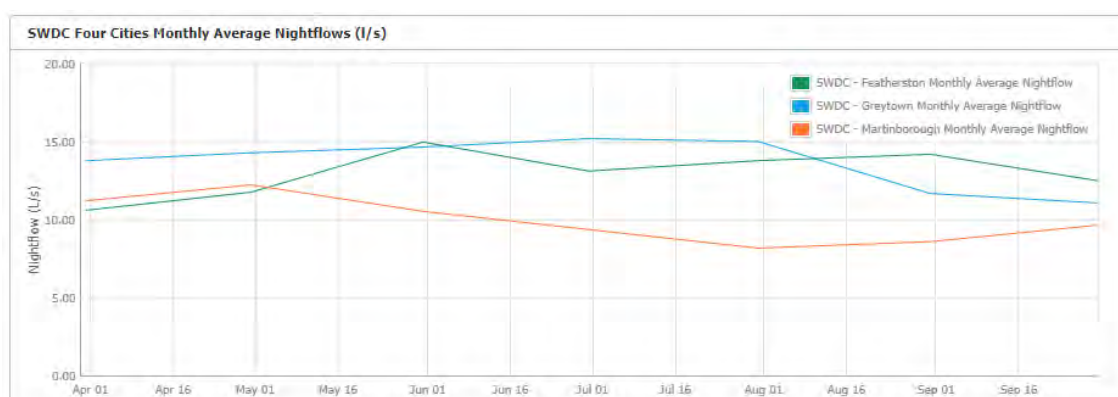


Figure 3. Nightflow 6-month trend graph

Water Capex delivery programme

2.5 Executive Summary

The quarter-one results for the capital delivery programme saw an actual spend of \$1.7M, against a total annual budget forecast of \$6M. The majority of the spend was against three projects; Papawai Rd wastewater pipeline upgrade, Waiohine and Memorial Park water treatment upgrade projects. The annual capital delivery programme remains on target for a forecast delivery range of \$5M to \$7M for this financial year.

Further work has begun on reviewing and updating years 2 and 3 of the long-term plan delivery programme, to ensure Wellington Water the investment priorities are aligned with SWDC's expectations.

2.6 Covid-19 impacts on capital delivery

In the month of August, as a nation we experienced another alert level 4 lockdown. All capex sites were shut down for at least 2 weeks, and during this time Wellington Water worked through a checklist approval process to ensure sites reopened safely under alert level 3. Contractor and consultant costs associated with the lockdown period will be captured and itemised separately for Council visibility.

The impacts of Covid-19 however continue, where the global pandemic is causing impacts on the global supply chain. Wellington Water is receiving regular price notifications from key suppliers on material cost increases and supply shortages. This is causing delays in project start due to the availability of materials. The cost of to construct the same project this year as compared to last year has jumped. Furthermore, due to closed borders the labour market for recruitment has been limited which is having a significant impact on our consultants.

Wellington Water are working to mitigate these impacts including working closely with our contractors and consultants to identify strategies for early procurement of long lead-time materials. Also in supporting them to develop growth plans to ensure resource capacity and capability within the current climate.

2.7 Waiohine water treatment plant upgrade

The commissioning of the treated water reservoir has commenced, and filling of the storage bladder started in the final week of September. The project team first need to pass a leak-test on the reservoir before moving onto flushing, cleaning and disinfection.

A drop in the water level however has been detected upon the first leak-test indicating a leak is present in the bladder. The project team have been working through next steps to identify the location of the leak and repair. The manufacturer is mobilising to site to assist in this work. The commissioning works were running ahead of schedule however the time needed to investigate and complete the repair(s) will see the commissioning period extend into the summer period.

In preparing for the summer supply demands, the previously commissioned fourth bore at Waiohine water treatment plant has significantly improved the supply resilience for Greytown and Featherston. Further discussions to ensure summer supply is met are occurring and Wellington Water will coordinate any communication messages with SWDC.



Figure 4. Commissioning works at Waiohine WTP



Figure 5. Photo of filled treated water reservoir bladder at Waiohine WTP

2.8 Memorial Park water treatment plant upgrade

The fabricated containerised treatment plant has arrived in Wellington and is currently receiving the required electrical fit-out. The bulk of the treatment plant upgrade site works remains scheduled for start Q4 FY21-22. This will minimise the public access disruption whilst the swimming pool is open over the summer period.

Recent site investigations have identified the need to relocate the nearby wastewater lateral within the car park, away from the existing supply bore. This work is necessary for the safe drinking water supply. This work has started onsite and is due to be completed prior to the opening of the swimming pool.

2.9 Papawai Rd wastewater upgrade

Construction work continues onsite at Pah Rd, where good progress is being made along this alignment.

A proposed change of construction methodology away from trenchless has been worked through by the project team due to challenges in unfavourable ground conditions experienced.

Wellington Water is currently investigating the options and associated costs of progressing the project to meet the network requirements and a recommendation for next steps will be made to SWDC in November.



Figure 6. Photo of trenching works on Pah Rd, Papawai

2.10 Greytown smart meter trial

The smart meter units have been manufactured and are currently receiving platform and connectivity setup. These are expected to arrive in the country in late November for installation and trial to be live in January.

2.11 Featherston water main renewals

Works has begun on a new construction site on Fox Street, Featherston. The Featherston water main renewals project has delivery outcomes to reduce the water supply outages experience by customers and minimise water loss from the water network.

The project will be renewing 700m of water main that is of known poor condition and experienced a high number of historic pipe breaks. The work is being done by trenchless drilling technology. The works are currently forecast for completion December 2021.



Figure 7. Site works on Fox St water main, Featherston



Figure 8. Area of water main renewal, Fox St. Featherston

2.12 Featherston wastewater treatment plant upgrade and consent

Wellington Water have been working to provide our Councillors with assurance on consentability and affordability of a proposed shortlist of options.

We have engaged Simon Cartwright (Southern Cross Consulting) to provide independent assurance to SWDC on the work that is being undertaken on this project.

2.13 SWDC Very High Critical Assets (VHCA) assessment

The Very High Critical Assets assessment project is a 'health' assessment of assets whose failure would have an unacceptable impact on the community and the environment. A combination of physical inspections and desktop assessments will provide a condition rating for each asset from 1-5, with 1 being 'very good' and 5 being 'very poor'.

For the Wellington region, as at September 2021 an overall programme perspective; 99% of VHCA reservoirs and 85% of the water treatment plant assets now have condition ratings. The VHCA pipelines are sitting about 15% complete and are behind programme due to contractor resourcing challenges. Of these pipelines, the older asbestos cement (AC) pressure pipelines have been shown to be in moderate to poor condition.

The SWDC reservoirs are generally satisfactory from a structural condition perspective but have contamination vulnerabilities. The water treatment plants are more complex due to the numerous assets within the plants but are considered overall to be in moderate condition. The full set of results will be shared with Council upon completion of the project, and further work is needed to start capturing these results in future Council investment areas.

2.14 Tauherenikau pipeline crossing

The long-term replacement of the exposed pipeline is currently going through project briefing stage. This project will consider a range of options each assessed against supply resilience, constructability and statutory compliance.

The Council's LTP did not include funding for this project as it was not known at the time of LTP discussions with Wellington Water. The project is currently phased to allow appropriate time to identify the best solution with construction currently programmed for FY 2023-24.

3. Land Transport

3.1 Roading Maintenance - Ruamahanga Roads

Approximately 1700 job dispatches were uncompleted in August due to Covid lockdown, and prioritised into the next quarter for works to be completed.



White Rock Road dropout

An outline of key works completed through September 2021 is provided below:

- 294.7 km of roads were inspected and identified faults recorded in RAMM for future scheduling with 214.1km being sealed and 80.7km being unsealed.
- 49 sealed road potholes were identified and repaired
- 27 bridges were visually inspected and found to be in an acceptable condition and are listed below

Bridge ID	Road	Name	Bridge Type
65	FRATERS RD	FRATERS ROAD	Twin Concrete Pipes
177	WHITE ROCK RD	WANTWOOD CULVERT	Box Culvert
191	WHITE ROCK RD	HAUTOTORA	Concrete
192	WHITE ROCK RD	BELLS CREEK	Armco Arch
112	WHITE ROCK RD	LAGOON HILL	Concrete
113	WHITE ROCK RD	HARDY'S NO 1	Concrete
114	WHITE ROCK RD	HARDY'S NO 2	Concrete
115	WHITE ROCK RD	FULLERS	Concrete
116	WHITE ROCK RD	STONEY CREEK	Concrete
117	WHITE ROCK RD	POLEY STREAM	Concrete
111	WHITE ROCK RD	RIVERSDALE	Concrete
145	WHITE ROCK RD	NO 2 WASHOUT BOAR CULVERT	Box Culvert
95	CAPE PALLISER RD	PICKETS	Box Culvert
96	CAPE PALLISER RD	CASTLE	Box Culvert
97	CAPE PALLISER RD	GAUDINS	Box Culvert
98	CAPE PALLISER RD	HURUPI	Concrete
99	CAPE PALLISER RD	PUTANGARUA	Concrete
106	CAPE PALLISER RD	MANGATOETOE	Concrete
176	CAPE PALLISER RD	176 CAPE PALLISER CULVERT # 4	Box Culvert
100	CAPE PALLISER RD	TWIN CREEK 1	Triple Box Culvert
101	CAPE PALLISER RD	TWIN CREEKS 2	Triple Box Culvert
102	CAPE PALLISER RD	WASHPOOL	Concrete
103	CAPE PALLISER RD	PARARAKI	Concrete
104	CAPE PALLISER RD	KAWAKAWA	Concrete
105	CAPE PALLISER RD	WAIWHERO	Concrete
181	EAST-WEST ACCESS RD WEST	EAST-WEST ACCESS RD UPASS #131	Box Culvert
194	EAST-WEST ACCESS RD WEST	GEOFFREY BLUNDELL BARRAGE	Concrete

- 185 rural culverts were inspected, RAMM data updated including condition rating.
- 208.9 km of unsealed roads were graded.
- 415.8 m3 of maintenance aggregate supplied and place on unsealed road
- 42.8 km of mechanical street sweeping was completed.
- Footpath renewals have been programmed for:
 1. Revans Street, Royal Hotel to Railway Crossing
 2. Fox Street, Birdwood Street to Railway Crossing
 3. Bell Street, #19 to Watt Street
 4. Revans Street, Waite Street to Wallace Street
- Pre-seal repairs for the 2021-2022 sealing season have continued.
- 2021/2022 reseal programmed as outlined previously has had designs approved and estimates confirmed. Estimates fall within approved budget allocation. The only viable is the cost and supply of imported Bitumen

Sealed pavement rehabilitation sites for 2021/2022 on Western Lake Road had test pits carried out and material will be Lab tested to determine final design. Materials have been ordered due to availability.

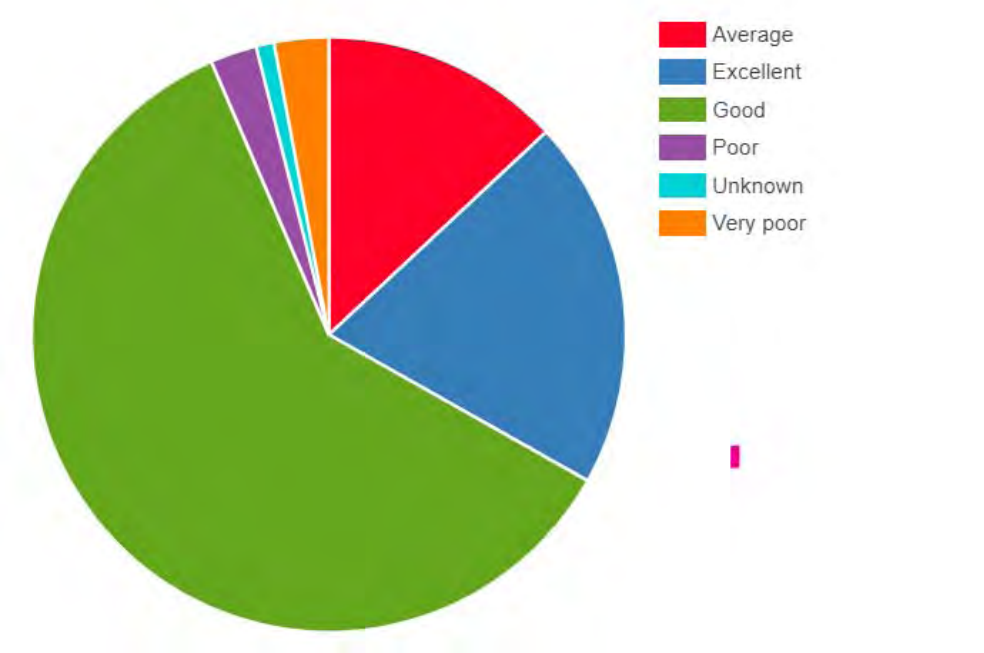
3.2 Further activities of note

Roading infrastructure input has been supplied to all subdivision resource consents.

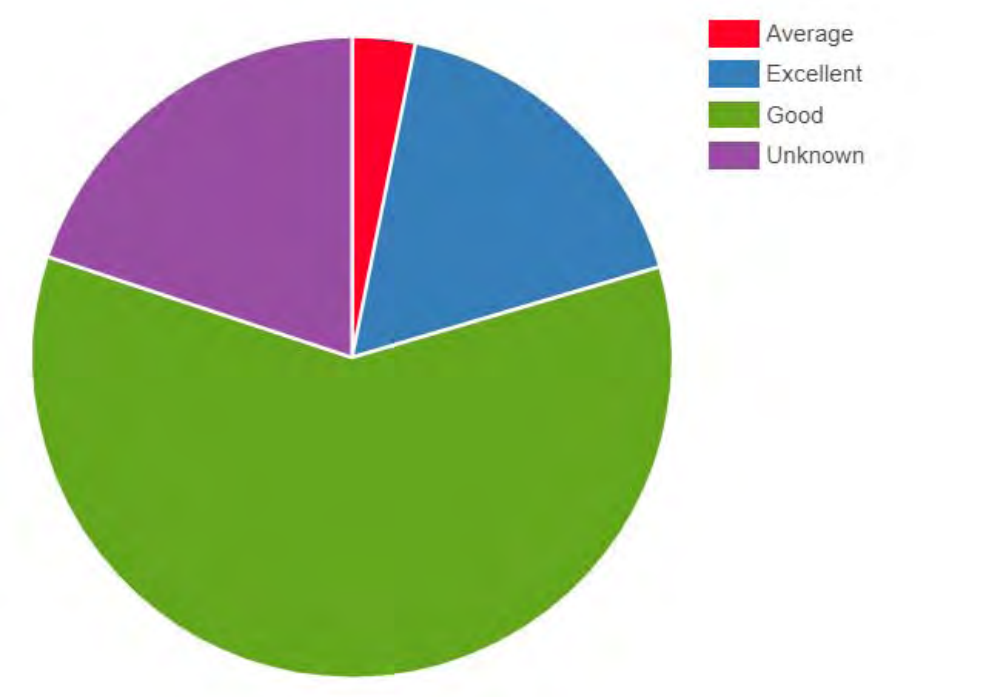
- Heavy vehicle Over Weight Permits, Traffic management Plans and Corridor Access requests have been actioned and approved.
- Current audits are being carried out to identify kerb channel and footpath requirements so funding can be allocated.
- Audits are also being done on the Pedestrian Crossings to identify deficiencies in the current standards. The audits will include signage, road-marking and lighting. They are expected to be completed by end of November.

3.1 Network Condition

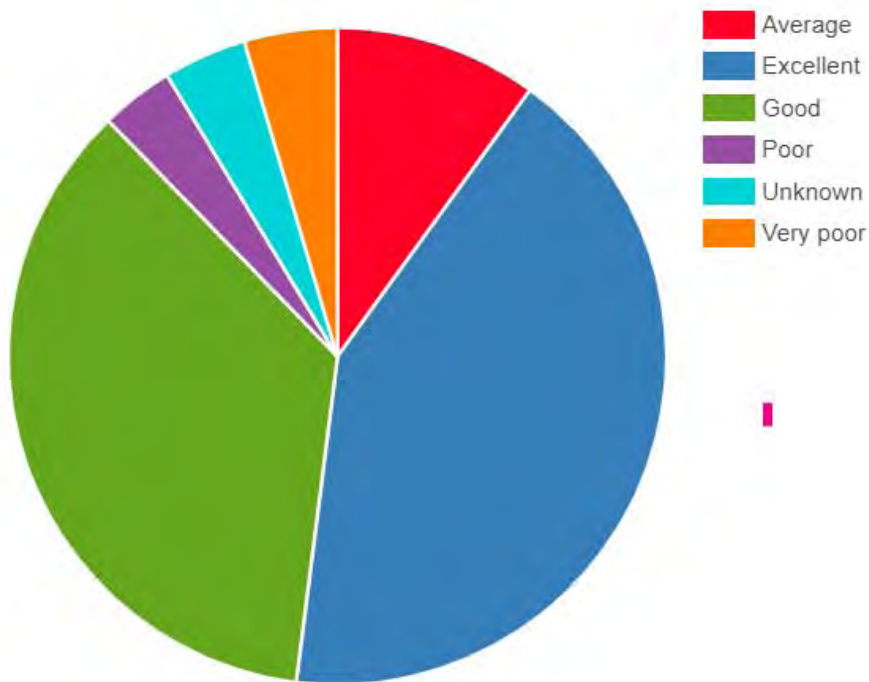
Below is a summary of asset condition extracted from operational database



Culverts (2517 culverts 30.11 km in total length)



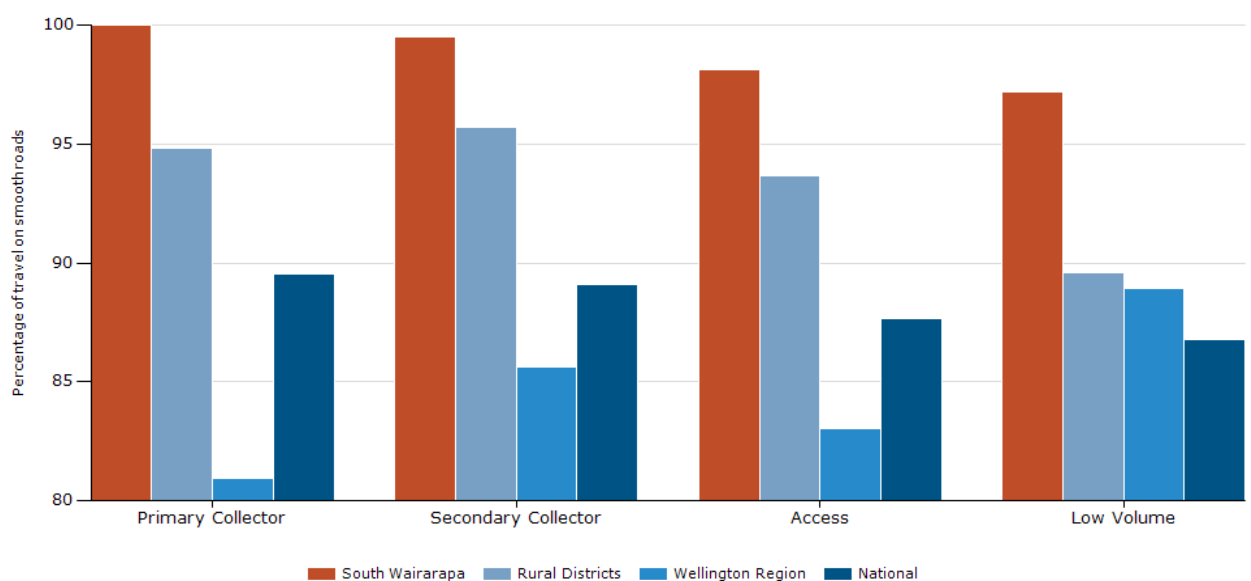
Bridges (144 bridges 3.6km in length)



Signs (3964 signs) (drawn from our operational database)

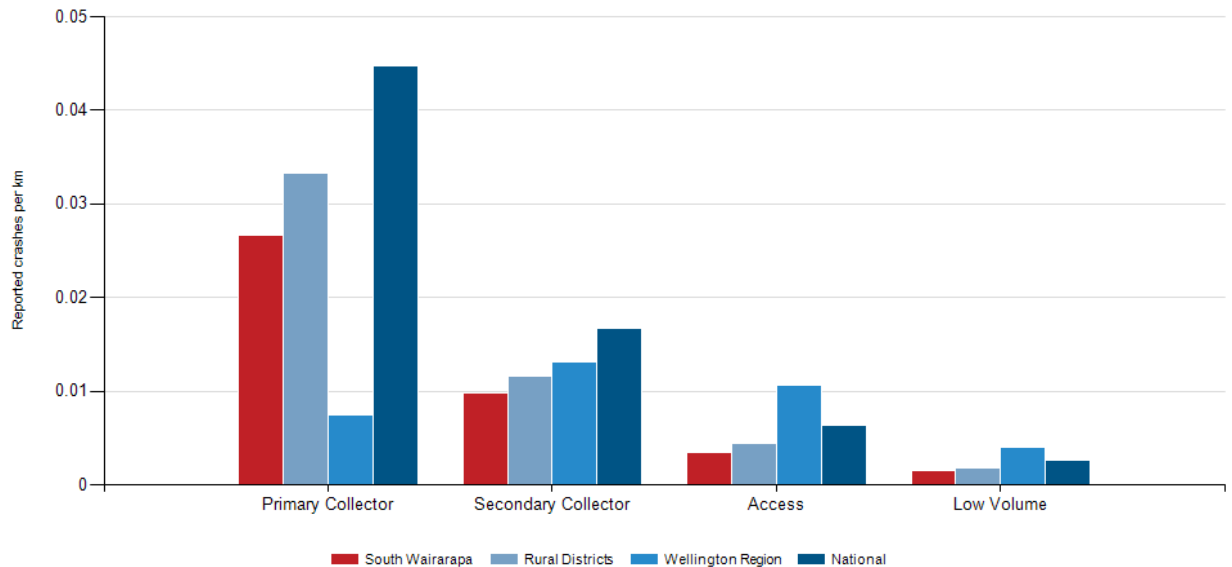
3.2 Smooth Travel Exposure (STE)

Smooth Travel Exposure (STE) is a customer outcome measure indicating 'ride quality'. It is an indication of the percentage of vehicle kilometres travelled on a road network with roughness below a defined upper threshold level. The threshold varies depending on the traffic volume band and urban/rural environment of the road.



3.3 Accident Statistics

The total number of reported crashes per kilometre over the past 10 years on the network



4. Amenities

4.1 Housing for Seniors

The two vacant units in Greytown and Featherston have now been tenanted. In the last week we have had another unit vacated in Martinborough, refurbishments are underway and interviews for a potential new tenant are being carried out. Due to recent storms in South Wairarapa we have had two fences blown down, one at Burling Flats and one on boundary of Anzac Hall and the neighbours in Bell Street – replacement/rebuilds are underway.

4.2 Pain Farm

Pain Farm Homestead and Cottage have scheduled inspections for Monday 18th. Maintenance of the grounds is ongoing and a new hot water system is planned for the Homestead. Tenants at both properties are up to date with rents and keep the properties in a tidy order.

4.3 SWDC Playgrounds

Work continues on upgrades and maintenance of playgrounds, including:

4.3.1. Martinborough

- Plants have been ordered to complete gardens. Maintenance issues have highlighted that the small pebbles will need to be removed and decision has been made for coloured concrete as replacement.
- Another seat has been donated to go into the playground area.

4.3.2. Greytown

- Still awaiting parts for replacement of netting for Greytown equipment and the replacement of the see-saw and spinning wheel due to their age (equipment ordered can take 5 months+ to arrive due to supply restrictions).
- Donated seat to be installed into the playground.

4.4 Parks and Reserves

Activity has been ongoing in maintaining our parks and reserves:

- Parks and Reserves Procurement – tenders were received, and evaluation completed. Contract negotiations completed and waiting for signed contract returned from successful tenderer. This will be announced once all parties have signed the contract.
- A seat has been donated for the Soldiers Memorial Park in Greytown to be installed. We also have a seat donated towards the Greytown Heritage Trust Project Seats around the Streets.
- Tree management plan for all SWDC parks and reserves is currently being developed and under trial. An early version is attached for Huangarua Park Martinborough showing the value of trees and maintenance. Appendix 2.
- Lake Ferry native planting has been completed.
- Upgrading of the Featherston Peace Gardens have begun, this project is funded by Heritage NZ and managed by SWDC.



- Unsettled weather with high winds caused a lot of damage in Featherston blowing down neighbouring fences and trees. SWDC under the fencing Act goes 50/50 as good neighbours to replace the fencing.



- Donated seat installed at the Fell Museum Featherston. Plaque to be installed.



- Over the hot summer period we struggle to keep the plants alive in the traffic islands in Martinborough so this year we have selected the three islands outside the hotel to plant sedums which are drought tolerant as a trial. If this is successful, we will venture into the other towns.



- Five Town Trails Master Plan has been released on the 14th of October. This was a joint effort between Masterton, Carterton and South Wairarapa District Councils and assistance from the community.
- Organised plaque installation for the Martinborough Soldiers Memorial gates 100 -year celebration



4.5 Cemeteries

Purchases of burial plots/niches 01/08/2021 30/09/21

	Greytown	Featherston	Martinborough
Niche			
In-ground ashes Beam	2		
Burial plot			2
Services area			
Total	2		2

Ashes interments/burials 01/08/2021 to 30/09/2021

	Greytown	Featherston	Martinborough
Burial	1	5	2
Ashes in-ground			
Ashes wall	1		
Services Area			
Disinterment			
Total	2	5	2

A seat has been donated to the Waihinga closed cemetery and will be installed shortly.



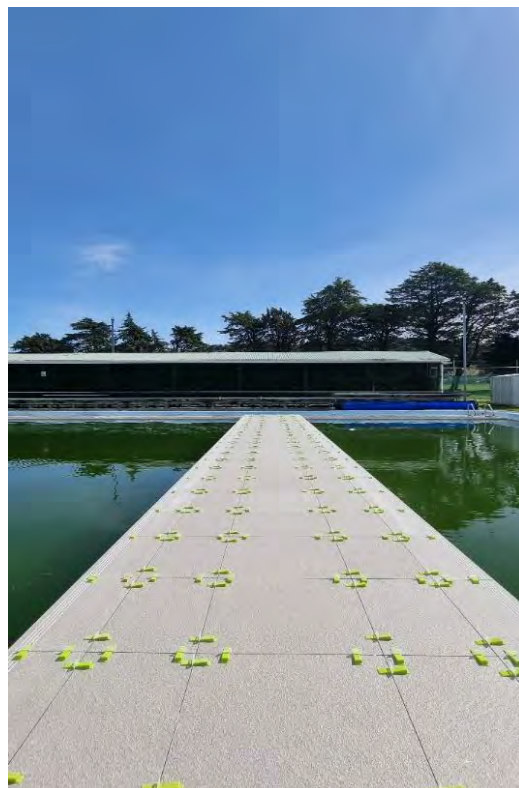
Greytown Cemetery Extension

New fencing and roading is in place. 14 trees have been purchased and to be installed to match the same trees that the Greytown Community Board had planted to form an avenue as you enter the main cemetery gates.

4.6 Swimming Pools

The new season 2021-2022 is fast approaching...with bookings already coming in. The opening date for the coming season is from 27th November 2021 to 13 March 2022 (Covid Permitting).

Retiling of the Featherston and Martinborough Swimming Pools is on a 'go slow' due to, not only hold up in delivery of tiles due to Covid restrictions in Auckland but also the weather has been against preparation. But going by the below picture of Featherston Swimming Walkover the outcome will be worth waiting for.



4.7 Other Projects

- Hua Ariki Marae is progressing well with 90% of the work completed. Some variations to be approved
- Tauherenikau bridge build has begun, build material being ordered or built off site, Carparks and trails to the bridge have begun and nearly completed. Two months delay due to Covid approximate bridge build completion late February.
- Featherston Information Centre – heat pump installed
- Started pricing to upgrade Featherston Stadium
- Pricing sanding of Greytown WBS room and Forum
- Greytown trees in McMaster Street have had their annual pollarding

4.7 Leases

- Lease Agreements for the farmland at Papawai executed with renegotiated final expiry of 30 April 2023
- Grazing Licence for Lake Ferry wastewater signed commencing 1 August 2021
- Lease terms agreed with Geanges for the farmland at 65 Longwood Road West, Featherston, lease expired 11 February 2021. Lease ready to be executed.
- Finalising new lease for the Design Library, Stellar Bull Park, Greytown
- Lease renewed for the Good's Shed in Greytown for 10 years from 31 July 2021 with Rail Heritage Trust
- Working on a standard beehive licence to formalise agreement with bee operators

5. Appendices

Appendix 1 – Project Dashboards

Appendix 2 – Asset Management draft Tree Report

Contact Officer: Stefan Corbett, GM Partnerships and Operations
Reviewed by: Harry Wilson, CEO

Appendix 1 – Project Dashboards

SWDC Assets and Services Committee		Programme		Roading		
Meeting	10-Jul-21	Period		Sep-21		
Overall Programme Status (RAG)	Finance	Delivery	H&S	Stakeholders	Risk profile	Commentary
						Programme on track overall. Some resource constraints remain but works progressing well.
Current Projects						
Bidwills Cutting RD Pedestrian Upgrade		\$266K	Dec 21-Feb 22			
Five Rivers Hospital development						Engaging with Kuranui College
Reading Street Upgrade		Oct 20 - Jun 21				
Upograde Street, kerb and cahnnel, carparking drainage as part of Resource Consent						Orchards Retirement Village upgrade
Sealed Road Pavement Rehab		\$250K	Dec 20- Feb 21			
Western Lake Rd Area Wide 2 sites						Working on Pavement design Need to confirm Aggregate supply
Sealed Road Resurfacing Local Roads		\$700.0k	Oct 21 - Marc22			
Scheduled programme of works comprising 22kms of resurfacing on: BATTERSEA LINE BETHUNE ST BOAR BUSH GULLY RD DANIEL ST (MARTINBOROUGH) DRY RIVER NO. 1 RD DUBLIN ST LAKE FERRY RD MOERAKI RD MOORE ST NEW YORK ST OXFORD ST PRINCESS ST WARDS LINE WEST ST WESTERN LAKE RD WHITE ROCK RD MOROA ROAD PAPAWAI RD						Shortage of Chip supply in the Wairarapa and Bitumen is no longer refined in NZ has to imported
Sealed Road ResurfacingCape Palliser Rd		\$100K	Oct 21 - Dec21			
Scheduled programme of works comprising 2.4kms						Shortage of Chip supply in the Wairarapa and Bitumen is no longer refined in NZ has to imported
FootPath Renewals		\$375K	Jun 20 - Jun 21			
Revans Street Featherston 2 sites , Fox Street Featherston,Bell Street Featherston						Ultra fast Broadband rollout has been completed in Featherston
Low Cost Low Risk Local Roads		\$345K	Aug 20 - jun 21			

Identified Projects as approved by Waka Kotahi: Flag lightat the following intersections Lake Ferry Rd/Kahutara Rd,Kahutara Rd/East est Acces Rd,Western Lake Rd/East West Access Rd. Seal widening Western Lake Road.Bidwills Cutting Road signage improvements. Cattle underpass contributions. Te Awaiti Rd stability investigations at the Gluepot						Reduce funding from Waka Kotahi
Low Cost low Rick Special Purpose Rd	\$250K	Aug 20 - jun 21				
Identified projects as approved by Waka Kotahi: Flag light at lake Ferry Rd Cape Palliser Rd intersection,Signage upgrade,Guard Rail installation,Bridge scour protection,Whatarangi Cliff resilience investigation,Rock revetment protection works,Johnson Hill slumpoing investigation and modelling,Ecoreef installation						
Road to Zero		Nov 20 - Jun 21				
Consult re speed review and impliment programme over 3 years						Link to NZTA speed reduction and Road to Zero, Urban safety for vulnerable users etc. NZTA planned consultation and in discussions with NZTA on alignment. Wilkie Consultants have been engaged to manage delivery and consultation processes

Status key:



On track/achieving



Some concern



Off Track/Major concern

SWDC Assets and Services Committee		Programme	Amenities			
Meeting	7-Jul-21	Period	Jun-21			
Overall Programme Status (RAG)	Finance	Delivery	H&S	Stakeholders	Risk profile	Commentary
						Overall programme progressing to plan, including works that were not resourced at start of year (PGF etc.)
Current Projects						
Featherston War Memorial		\$250k	Apr-21			
Repair earthquake damage and structural deficiencies						PROJECT COMPLETE - to time (for ANZAC Day) and budget
Anzac Hall upgrades		\$100k				
Toilets, roof and wall repairs						PROJECT COMPLETE
Featherston Community Centre		\$110k	tbc			
Roof and wall repairs, asbestos removal, painting, car park and kitchen/toilet repairs						PROJECT COMPLETE
Hau Arika marae - PGF support		\$371k	tbc			
Various upgrades - sprinkler systems, water storage, kitchen/toilet upgrades.						Works underway and progressing well - ongoing consultation with contractors and marae. 90% completed. Variations are awaiting approval from PGF
Tauherenikau Bridge		\$1.36m	tbc			
Construct cycle/walkway over Tauherenikau river						Carparks and Trails to the bridge completed. Project delayed by two months due to Covid shut down
Kuranui College Gym		\$1m	tbc			
Manage delivery of gym in college and provide for community access.						MOU signed, funding released to College.
SWDC Tree asset management		tbc				
Develop a long term District wide programme for tree management						Trial is underway on high profile reserve to determine the state of our trees to attach to the Parks management plan. Relates to H & S and age of trees. On going
Stella Bull Park Lighting		\$12k	Nov-20			
Install lighting for safety/security of users						Project completed
Peace Garden, Featherston		\$120k	tbc			
Construct accessible ramp and web-enabled information display with additional seating and planting						Heritage NZ funded, Project managed by SWDC. Construction has started
Featherston Stadium		\$20k	tbc			

Upgrade to kitchen, seating and ablutions						LTP funding to complete upgrade to kitchen and storage, tradesman availability is delivery constraint.Quotes being organised
Ngawi Community Hall \$30k Aug-21						
Upgrade septic system						Designer engaged, Resource consent approved, awaiting on available tradesman> Building Consent required, applied for.
Cemetries data project n/a Dec-20						
Data validation, GPS capture and database established						Moving to Plotbox, cemetery management system. Contract agreed, data upload to be completed.
Pain Farm upgrades \$100k Sep-20						
Upgrades to Main House and cottage to meet standards			↑			Project Completed
SWDC Lease review programme n/a Dec-20						
Complete review of leases						Working thru the leases, renegotaiting new leases with leasee's.
Senior Housing \$85k Oct-20						
Heat pump/air conditioning installation and paiting (int and ext)						Project completed - under budget
Swimming Pools \$15k Oct-20						
Upgrade to Greytown Stand and painting						Project completed - on time for new season
Martinborough Waihinga Cemetery \$15k Oct-20						
Install Lych gate as part of anniversary celebrations						Project Completed
Considine Park, Martinborough \$8k Nov-20						
Install additional lime path						Path has been sprayed and agreed by locals. Weather delays means reschedule.
Park exercise equipment \$45k Oct-20						
Install outdoor exercise equipment in local parks						Project completed - proving popular in communities

Status key:



On track/achieving



Some concern



Off Track/Major concern

SWDC Assets and Services Committee		Programme	Water
Meeting	7/07/2021	Period	Jun-20

	Finance	Delivery	H&S	Stakeholders	Risk profile	Commentary
Overall Programme Status (RAG)		↓				A number of projects come to a close for Q4 however challenges continue for the larger legacy projects seeing delays in the delivery of these. The slippage in programme delivery has seen an underspend for the FY, where any carryovers will be proposed as targeted towards ensuring safe drinking water and resilient networks outcome projects.

Major Projects

Manganese Reduction Plant - Martinborough		\$2.5m	Nov 19 - Nov 20			
Construct and commission a manganese reduction plant						PROJECT COMPLETE - MRP is successfully running and allowing use of additional bores in Martinborough.

Featherston WWTP		\$500k*	Jul 20 - Jun 2025			
Develop and implement a suitable wastewater solution for Featherston	↑			↑	↑	Progress slowed while LTP consultation was completed by SWDC, this allowed the project team to undertake additional work and address questions raised by council. Planning is underway to begin the next stage of community engagement on the shortlisted options. Although there remains concerns about the affordability of the final solution, the current and forecasted pre-construction phases are within budget.

Upgrade/Renewal Projects

Papawai Road WW Upgrade		\$2.8m	May 2021 onwards			
Capacity issue - upgrade pipe		↓	↓		↓	Contractor has begun construction onsite, using trenchless technology method. Ground conditions experienced has caused issues with this methodology. Contractor and consultant working through best way forward. Construction to continue in FY 21-22. Two H&S incidents onsite; overhead telecoms cable strike and TMP inadequacies addressed with contractor.

Pinot Grove WW upgrade		\$300k	Mar 21 - Jul 21			
Capacity issue - upgrade pipe		↑				PROJECT COMPLETE - Work complete, awaiting as-builts.

Waiohine Water Treatment Plant (WTP)		\$900k	Dec-20			
a) 4th bore/pump and commissioning						PROJECT COMPLETE - Work complete, awaiting as-builts
b) Treated water storage (chlorine)	↓	↓				Construction work for bypass pipework ongoing, shortly followed by scour testing and electrical upgrades. Commissioning work to begin within Q1 FY21-22. See sep paper for updates.
c) pH dosing system upgrade	↓	↓				Temp dosing system has been installed to better balance pH. Permanent dosing system construction and commissioning ongoing into FY21-22.
d) Site Security						Security Fencing policy (standard) to be completed prior to project brief being released for design & construction

Memorial Park WTP upgrades stage 2		\$330k	Nov-20			
-------------------------------------------	--	--------	--------	--	--	--

Replace bore pump, new housing container, additional pipework and run to waste	↓	↓				Manufacturing of the containerised treatment plant is ongoing, due for delivery within Q1 FY21-22. Construction and commissioning as per below.
Memorial Park WTP upgrades stage 3						
	\$1.5m	Apr-21				
Chemical dosing, electrical equipment, UV and filter upgrades	↓	↓				Design and Construct contract awarded to Brian Perry Civil and Filtec. Onsite construction work will continue into Q1, with commissioning due for completion in FY21-22. The project has seen slippage in delivery due to lack of risk identification and mitigation early in the project programme. Additional budget has been requested to complete remaining works.
Lake Ferry WWTP driplines						
	\$326k	May-21				
Renewal driplines at WWTP	↑					Major construction work has been completed onsite. Irrigation field electronics being coompleted.
WWTP Improvement Programme						
	\$400k	Dec-20				
Enhance processes, facilities and management of WWTPs across District		↑	↑			Pond sludge surveys have been undertaken to determine the timeframe and budget for pond desludging. A bird control trial at the Greytown WWTP is underway. Management plans have been submitted to GWRC for certification, the remainder are being finalised in conjunction with optimisation of the discharge to land facilities. H&S upgrades accross the WWTP site are now completed.
SWDC-led Projects						
Water Race User Survey						
	n/a	Dec-20				
Survey Water Race users and related stakeholders on use		↓				Water Race survey completed and presented to Sub-Committee. Covered in sep paper.
Longwood Water Race Consent						
	n/a	Dec-20				
Gain consent for continued use of water race						Further information provided to GWRC who have requested further time to Sept 21 due to resource constraints. WR continues to operate under previous consent.

Status key:

On track/achieving

Some concern

Off Track/Major concern

SWDC Assets and Services Committee

Programme Other

Meeting 7-Jul-21

Period Jun-21

	Finance	Delivery	H&S	Stakeholders	Risk profile	Commentary
Overall Programme Status (RAG)						Additional projects added to A&S dashboard for visibility. May be moved to other sheets once progressed from strategy phase. Some resource constraints limiting progress.

Current Projects

Waihinga Lessons Learned \$15k tbc

Business Improvement - Undertake a review of the Waihinga Centre project to improve future SWDC project delivery		↑		↑		Completed
------------------------------------------------------------------------------------------------------------------	--	---	--	---	--	-----------

Greenspace review \$40k

Undertake a review of the availability and use of Council greenspace provision in Greytown						Resolution from AP deliberations. Further data collection underway, including use, size and accessibility.
--------------------------------------------------------------------------------------------	--	--	--	--	--	------------------------------------------------------------------------------------------------------------

Walking and Cycling Strategy tbc tbc

Develop a District-wide Walking and Cycling strategy						Linked to 5TTN project and other stakeholders. SWDC plans to be developed at town level. Project commenced with initial scoping underway.
------------------------------------------------------	--	--	--	--	--	-------------------------------------------------------------------------------------------------------------------------------------------

Innovating Streets - Martinborough \$200k Apr-21

Develop and test repurposing of car parks near square						Withdrawn
-------------------------------------------------------	--	--	--	--	--	-----------

Road Stopping Policy \$15k Jan-21

Develop a Road Stopping Policy						Draft policy being finalised. Completing user guide to enable easier use.
--------------------------------	--	--	--	--	--	---------------------------------------------------------------------------

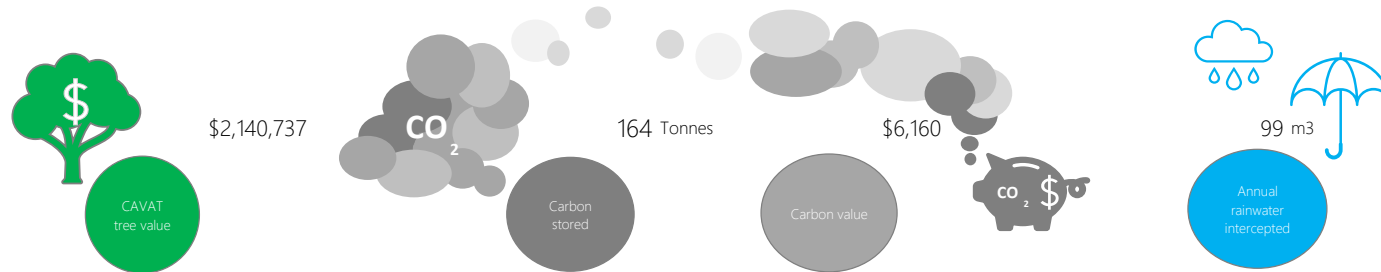
Status key: On track/achieving Some concern Off Track/Major concern

Appendix 2- Asset Management Tree Report Example

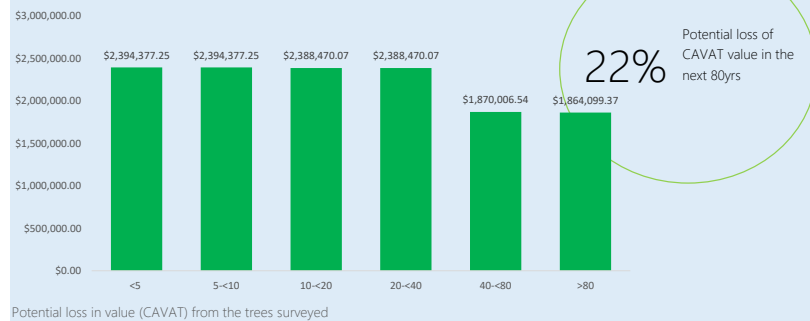
Tree summary Huangarua Park Martinborough

Number of trees surveyed: 32

Summary of tree benefits from trees surveyed

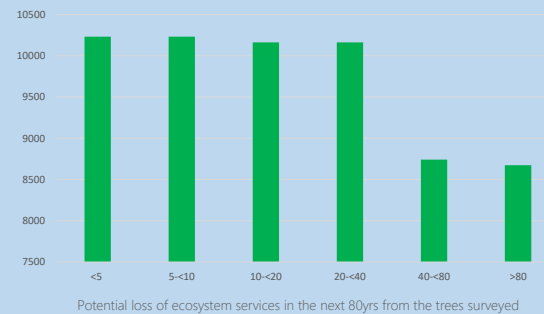


Potential value loss in the next 80yrs based on current tree condition



Potential loss in value (CAVAT) from the trees surveyed

Ecosystem services



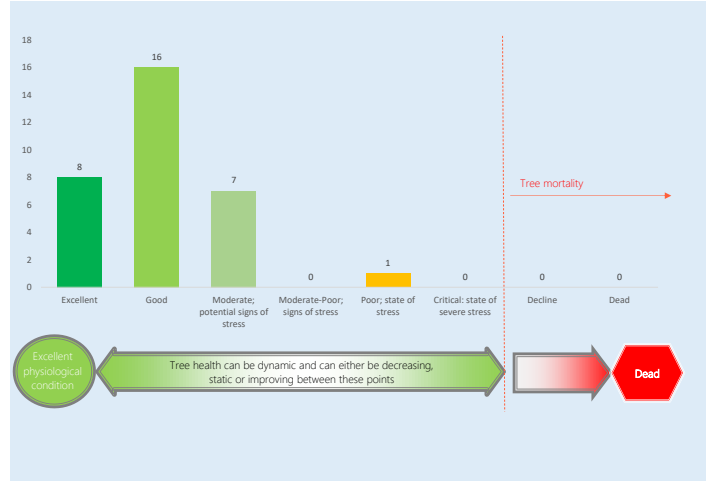
15% Potential loss of ecosystem services in the next 80yrs

Site information

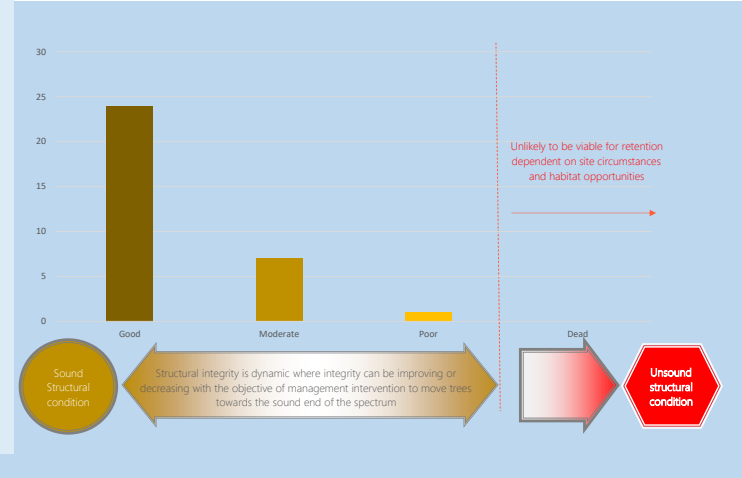
The site consists of 32 trees, formally planted in rows. Local comments on site have stated the Martin family planted the trees in the early 1900s. The trees' dimensions and conditions would coincide with the trees' dimensions planted in the town square (1920). Therefore, it would be fair to assume that local commentary would be correct. The trees have high landscape value (being a group of establish trees within an urban area) and are highly likely to be trees of local heritage importance (subject to verification).

2. Overall summary for surveyed trees

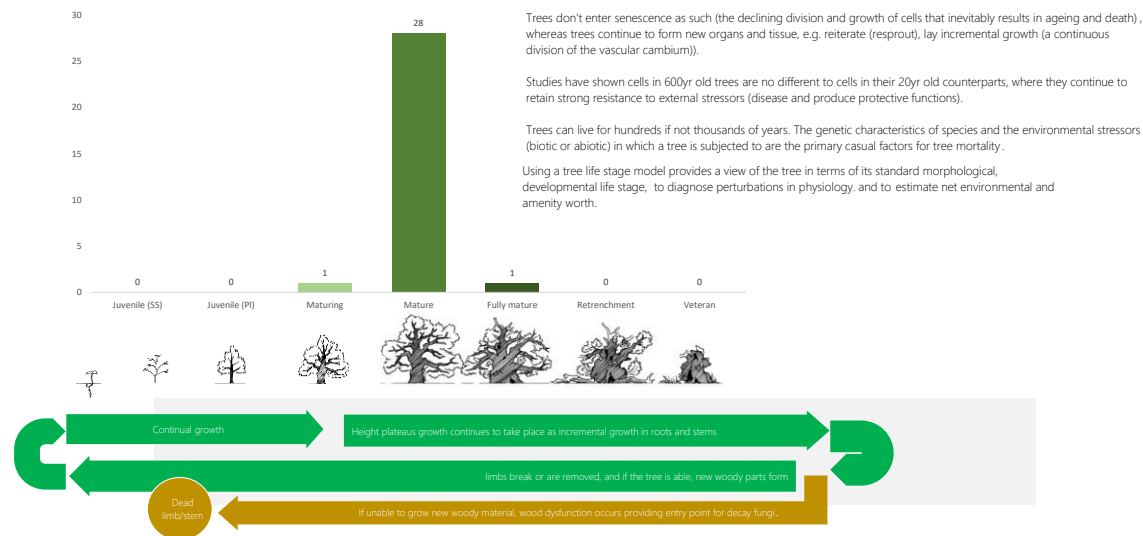
Current physiological condition of the trees surveyed



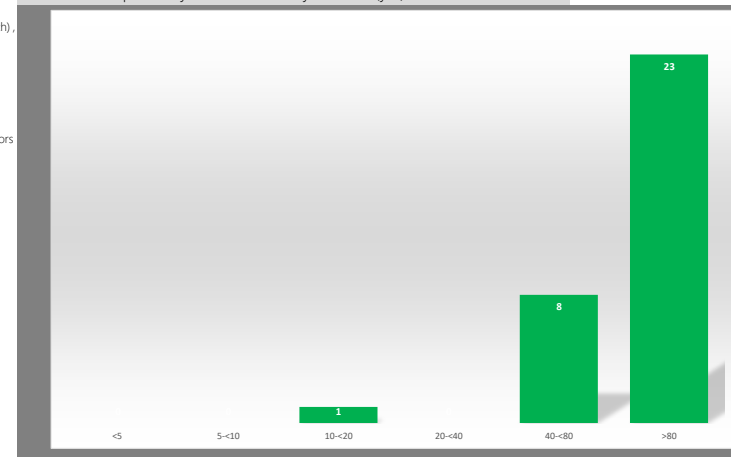
Current structural condition of the trees surveyed



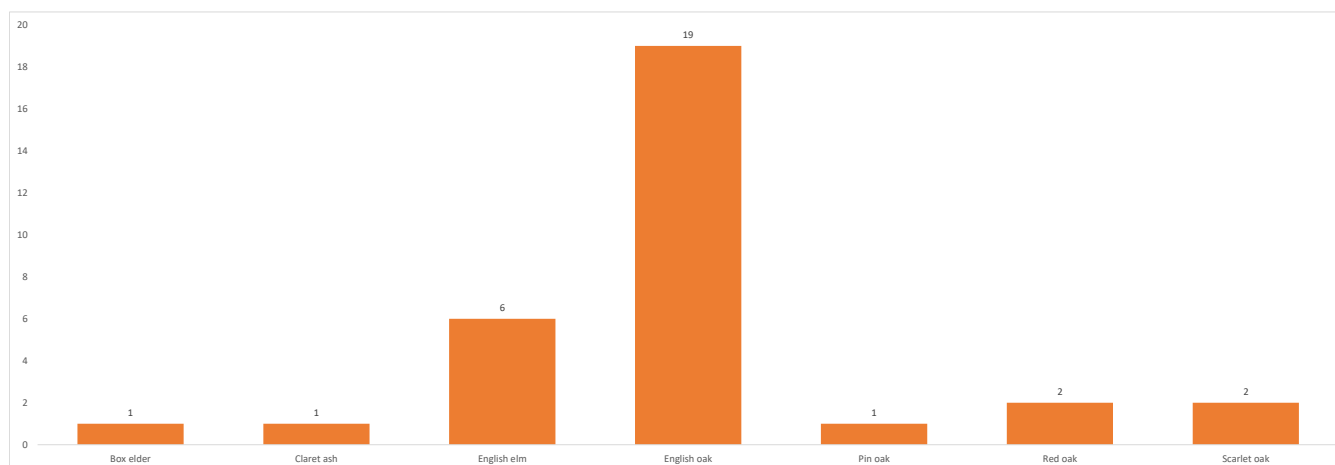
Current life stage count for trees surveyed



Current life expectancy count for surveyed trees (yrs)

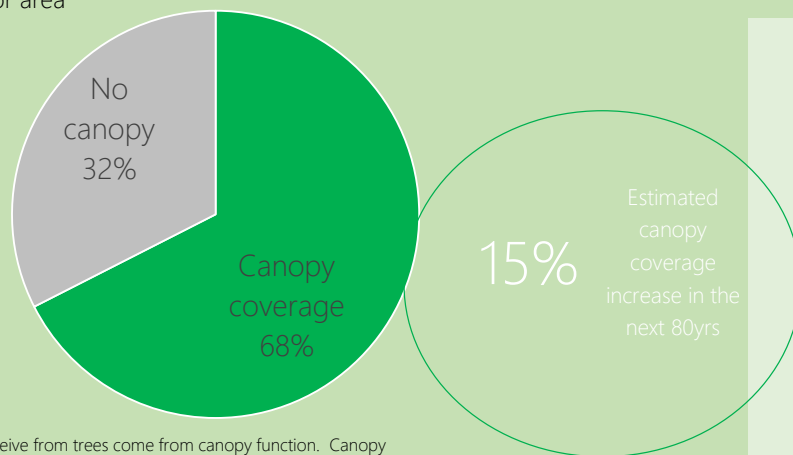


Current life expectancy is based on the conditions of the trees at the time of the survey. The aim for sustainable intervention is to improve tree condition to increase tree longevity and the tree benefits we receive.



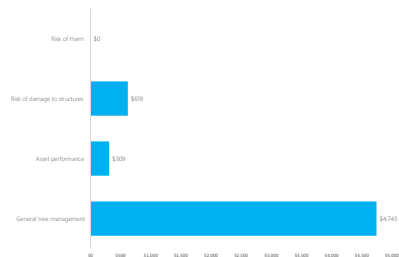
Biodiversity is an important consideration for stock resilience in the broader management framework context, especially when considering species selection for planting plans in respect to climate change and adaptation. The site primarily is English oak. The trees have been formally planted in rows and are likely to represent a historic planned event.

Canopy coverage for area

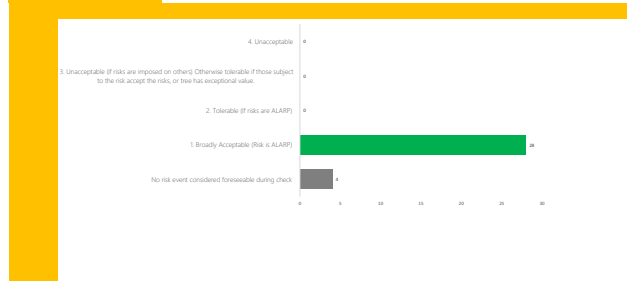


Many of the benefits we receive from trees come from canopy function. Canopy coverage provides a measurable output for setting targets and for measuring progress. The site is primarily covered and will be delivering multiple benefits to the community and for visitors. Canopy coverage within central areas is often highly restricted and almost impossible to get back due to established biases towards short-term development gains. Green spaces play an essential role in maintaining healthy communities and for sustainable development to be successful. Having an established high canopied area within a central residential area would be assessed as a high-value community asset.

Risk Category	Expected Loss (\$)
Risk of harm	\$0
Risk of damage to structures	\$209
Asset performance	3,309
General tree management	\$4,761



Risk Level	Number of Events
1. Broadly Acceptable (Risk is ALARP)	28
2. Tolerable (If risks are ALARP)	0
3. Unacceptable (If risks are imposed on others)	0
No risk event considered foreseeable during check	4

An aerial view of a street intersection. A red car is visible on the road, and a blue car is also visible. The street is labeled 'Sappington St' in two locations. The surrounding area includes trees and buildings.

ASSETS AND SERVICES COMMITTEE

27 OCTOBER 2021

AGENDA ITEM C2

ACTION ITEMS REPORT

Purpose of Report

To present the Assets and Services Committee with updates on actions and resolutions.

Recommendations

Officers recommend that the Committee:

1. *Receive the Assets and Services Action Items Report.*

1. Executive Summary

Action items from recent meetings are presented to the Committee for information. The Chair may ask officers for comment and all members may ask officers for clarification and information through the Chair.

If the action has been completed between meetings it will be shown as 'actioned' for one meeting and then will remain in a master register but no longer reported on. Procedural resolutions are not reported on.

2. Appendices

Appendix 1 – Action items to 27 October 2021

Contact Officer: Stefan Corbett, Group Manager Partnerships and Operations

Reviewed by: Harry Wilson, Chief Executive

Appendix 1 – Action Items to 27 October 2021

Number	Raised Date	Responsible Manager	Assigned to	Action or Task details	Open	Notes
81	20-Feb-19	Stefan		<p>COUNCIL RESOLVED (DC2019/15):</p> <ol style="list-style-type: none"> 1. To receive the Wastewater Sewer Later Replacement Management Report. 2. That lateral renewal up to the boundary where necessary will be undertaken at Council's cost but only when main pipeline renewal is being undertaken (this will be regarded as an operational expense). 3. That council in the meantime will not fund depreciation of private lateral assets. 4. That clearing of obstructions and ensuring the lateral is functional will be carried out within Council land. 5. That private property owners remain responsible for lateral renewal maintenance and renewal as per the bylaw when (2 above) does not apply. 6. That the policy be altered to reflect this change and the bylaw remain unchanged. <p>(Moved Cr Olds/Seconded Cr Craig) Carried Cr Wright voted against the motion. Cr Carter voted against the motion.</p>	Open	<p>Policy to come to A&S meeting on the 24th of July</p> <p>29/07/19 - The section 3.1.9 of the Bylaw will be amended when the bylaw is reviewed and the resolution is put into practice now.</p> <p>Lateral Renewals being done in conjunction with capital works is currently in practice and able to be done under the current bylaw.</p> <p>27/08/19 Bylaw and Policy reviewed. Officers feel there is no need to amend as the changes can be done under existing policy.</p> <p>4/9/19: Reopened, report required to next A&S Committee to ensure inconsistencies are address</p> <p>12/2/20: To be placed on a policy review schedule for 2020 (for the purpose of checking consistency)</p>
423	19-Jun-19	Stefan	Tim	<p>ASSETS AND SERVICES RESOLVED (AS2019/12):</p> <ol style="list-style-type: none"> 1. To receive the Directional Sign Policy for Accommodation, Information and Tourist Attraction Report. 2. That the Blue Signs Policy be amended and then circulated to community board chairs for feedback, and then presented to the Assets and Services Committee seeking a recommendation for Council to approve the Policy. <p>(Moved Cornelissen/Seconded Cr Colenso) Carried</p>	Open	<p>16/08/19 policy is being redrafted in terms of NZTA Traffic Control Devices Manual to ensure Level of Service meets ONRC requirements for national consistency</p> <p>12/2/20: To be placed on a policy review schedule for 2020</p>
424	19-Jun-19	Stefan	Tim	<p>Make amendments to the Directional Sign Policy so that consideration is given to generic vs business specific signs, historic business specific signs, making the policy</p>	Open	<p>16/08/19 policy is being redrafted in terms of NZTA Traffic Control Devices Manual to ensure Level of Service meets ONRC requirements for national</p>

Number	Raised Date	Responsible Manager	Assigned to	Action or Task details	Open	Notes
				relevant for all towns, consideration and appropriate use of coloured signs (blue and white vs black and yellow vs brown signs), policy exclusion situations, relevant NZTA policies, publication of the approved policy and application form, and a recommended process for managing requests		consistency 12/2/20: To be placed on a policy review schedule for 2020
39	19-Feb-20	Stefan	Bryce	Provide a programme of scheduled maintenance works for the Senior Housing units to the A&S Committee	Open	12/08/20 programme being finalised. Update to work completed in P&O Officers Report. 25/02/ 2021 reports and updates included in P&O report
114	18-Mar-20	Stefan		COUNCIL RESOLVED (DC2020/27): 1. To receive the Featherston Treated Wastewater to Land and Water Resource Consent Application Report. (Moved Cr West/Seconded Cr Colenso) Carried 2. To endorse Option 2 (withdrawal of the current consent application and lodging a new consent application) as the way forward for the Featherston Treated Wastewater to land and water consent application. 3. Within three months prepare options for the Assessment of Environmental Effects and a Community Engagement Plan. (Moved Cr Fox/Seconded Cr Colenso) Carried	Open	27/5/20: work continues on the Project Plan, AEE and Comms plans. Due to significance and budget, project sits within the Major Projects team at Wellington Water. GHD have been engaged to manage the project and progress the above work. 17/06/20 - A&S committee provided with updated timeline. 12/08/20 Work continues 04/11/20 – 2017 Consent application withdrawn in letter to GWRC. Ongoing update to project provided in Officers' Report. 07/07/21 - Work has continued in background and Council and public engagement can recommence now LTP finalised.
400	12-Aug-20	Stefan		Investigate the nature of Moroa Water Race events resulting in an operational callout (e.g. urban vs rural vs stormwater), cost and location, and put together some analysis	Open	Work in Progress 16/12/20 - Data gathered, analysis under way 12/05/21 – to be completed in parallel with WR survey.
689	16-Dec-20	Stefan		ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2020/68): 1. To receive the Draft Rooding Activity Management Plan Report. (Moved Cr Plimmer/Seconded Cr Jephson) Carried 2. To consider the Activity Management Plan and provide	Open	07/07/21 - Rooding AMP findings included in LTP Infrastructure Strategy

Number	Raised Date	Responsible Manager	Assigned to	Action or Task details	Open	Notes
				strategic feedback for consideration following a workshop yet to be advised. (Moved Mayor Beijen/Seconded Cr Jephson) Carried		
694	16-Dec-20	Stefan		Provide an update on the Martinborough and Greytown wastewater plant volume capacity now and planned capacity following upgrades including narrative on whether the plants will cater to future growth projections	Open	07/07/21 - Work is ongoing.
695	16-Dec-20	Stefan		Schedule a workshop with the A&S Committee and Greater Wellington Regional Council to understand the Donald's Creek flooding issue and to clarify responsibilities for works and protection in waterways	Open	12/05/21 – work being undertaken now under GWRC global consent. 07/07/21 - Clearance of Creek completed. Update in P&O Report.
89	7-Apr-21	Stefan	Bryce	Relook at options, including the waste management contract, to determine whether there is an opportunity for local glass recycling initiatives to be implemented in the Wairarapa (i.e. reducing the carbon footprint) as opposed to the current out-of-town destination (transfer action to A&S)	Open	20/4/21: moved to A&S 12/05/21 – Update included in Ops Report
161	12-May-21	Stefan		ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/12): 1. To receive the Road Safety in Greytown Report. 2. To note the issues identified by the local community and Greytown Community Board. 3. To consider the proposed initiative once the proposed safety improvements from Waka Kotahi, NZTA, for the SH2 corridor in Greytown are known. (Moved Cr Maynard/Seconded Cr Jephson) Carried	Open	07/07/21 - Waka Kotahi, NZTA providing update and proposal in meeting. 26/8/21 Waka Kotahi consultation for SH 2 safety improvements deadline has been extended due to Covid-19
168	12-May-21	Stefan		Provide an update on the water reform stimulus funded programme work	Open	7/07/21 - Smart Meter Trial update paper on agenda. Updates on other work to be included in P&O Report
169	12-May-21	Karen		Start proceedings to revoke the 2001 resolution authorising the subdivision of Council land beside the Greytown senior housing units	Open	7/7/21 – Resolution made by Council, so needs to be revoked by Council. Will go to 28 July meeting.
182	26-May-21	Stefan	Tim	Provide a regular report to the A&S Committee of where footpath funding is being spent	Open	16/7/21: Action transferred to A&S Cttee 28/8/21: First sections have been identified in P&O

Number	Raised Date	Responsible Manager	Assigned to	Action or Task details	Open	Notes
						report to A&S 1 September. Final Waka Kotahi funding has yet to be approved.
197	27-May-21	Stefan	Tim	Provide assurances to the Assets and Services Committee that the rural road maintenance programme, including maintenance of culverts, is performing to standard	Open	16/7/21: Action transferred to A&S Ctte 26/8/21: Annual reporting Matrix from Waka Kotahi Roding Excellence Group will provide high level reports. These are due mid September 2021
280	30-Jun-21	Stefan	Tim	Provide an update to the Assets and Services Committee on the adequacy of the districts pedestrian crossings (safety and lighting)	Open	16/7/21: Transferred to A&S Ctte 26/8/21: A district wide review is currently underway with a report due in Oct 21.
281	30-Jun-21	Stefan	Bryce	Obtain pricing for mowing the districts' urupa as part of the Section 17a review of Parks and Reserves	Open	16/7/21: Transferred to A&S Ctte
284	30-Jun-21	Stefan		Provide the Water Race Subcommittee the operational costs for running the Moroa and Longwood Water Races	Open	16/7/21: Transferred to A&S Ctte
293	7-Jul-21	Stefan		ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/23): 1. To receive the update report for the Water Treatment Plant Upgrade Projects at Waiohine and Soldiers Memorial Park. (Moved Cr Plimmer/Seconded Mayor Beijen) Carried 2. To note the delivery of compliant drinking water for Greytown (at Memorial Park) is expected to be delivered in the 2021-22 financial year. (Moved Cr Jephson/Seconded Cr Emms) Carried	Open	
295	7-Jul-21	Stefan		ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/25): 1. To receive the Tauherenikau River Water Main Crossing Featherston Report. (Moved Cr Plimmer/Seconded Cr Vickery) Carried 2. That Wellington Water provide an interim update of projects and costs relating to water treatment plants and likely costs based on the Tauherenikau River Water Main Crossing Featherston report for next Council meeting. (Moved Cr Fox/Seconded Mayor Beijen) Carried 3. To recommend to Council to investigate additional	Open	

Number	Raised Date	Responsible Manager	Assigned to	Action or Task details	Open	Notes
				storage at all towns to increase resilience for supply. (Moved Cr Fox/Seconded Cr Maynard) Carried		
300	7-Jul-21	Stefan		Provide further timeline and project cost information for the Water Treatment Plan Project at Waiohine and Soldiers Memorial Park for the 28 July 2021 Council meeting	Open	
301	7-Jul-21	Stefan		Provide the archaeological report for the Cape Palliser ecoreef consent application to the Assets and Services Committee, Maori Standing Committee and the Martinborough Community Board for information	Open	
302	7-Jul-21	Stefan		Provide information to the MCB on why the Innovating Streets Project was being partially funded by the Infrastructure Reserve Fund	Open	
431	1-Sep-21	Stefan		<p>ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/135):</p> <ol style="list-style-type: none"> 1. To receive the Hinekura Road Erosion and Landslide Remediation Report. (Moved Cr Vickery/Seconded Cr Plimmer) Carried 2. Note the Greater Wellington Regional Council (GWRC) Erosion and Landslide Remediation Plan and that all recommendations identified in this report will be carried out within existing Council budgets. 3. Note the WSP Consultants Hinekura Landslide July 2021 Assessment memo. 4. Note that Council officers will continue to work closely with GWRC and WSP Consultants to come up with a final risk mitigation strategy for 1673 Hinekura Road. (Moved Mayor Beijen/Seconded Cr Plimmer) Carried 	Actioned	