



Grow Paekakariki

Recreation, Amenity, Open Space, Biodiversity

Community development opportunities for Paekakariki utilising the former Perkins family farm

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for the Paekakariki community

Final

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Table of Contents

Summary.....	3
Vision.....	4
Scope.....	4
History of the land.....	4
Contributors.....	4
Place assessments.....	5
Place 1 - Tilley Road.....	7
Place 2 – SH1 - Flat land either side of State Highway 1.....	14
Place 3 – Scarp - The steep coastal scarps above SH1 and Paekakariki Hill Road.....	17
Place 4 – Soil Conservation - The catchments draining to the Kapiti Coast.....	22
Place 5 – Pauatahanui - The catchments draining to Pauatahanui.....	26
Place 6 – Motorway - The Transmission Gully motorway.....	27
Appendices.....	29
1. Proposed Cycleways Walkways Bridleways.....	29
2. Flooding areas.....	30
3. Soil debris floods and deposits.....	31
4. Ecological Corridors.....	32
5. Existing and potential walking/cycling/horseriding tracks and connections.....	33

Summary

The sale of the Perkins family farm as a result of the Transmission Gully development represents a once in many lifetimes opportunity to grow the community amenities, security and spirit of Paekakariki, the Kapiti Coast, and the Wellington Region.

The Transmission Gully project will have major impacts on the Paekakariki community, the district and the region. The opportunities provided by this land could provide substantial benefit to many of those affected.

Extensive canvassing of Paekakariki and the wider community and the various planning documents and reports, has highlighted the value to the community that this land can provide.

This land presents a wealth of opportunities;

- , Extension to Queen Elizabeth Regional Park
- , Riparian protection in the Wainui catchment
- , Community Gardens
- , A Neighbourhood Park
- , Our unique scarp protected by a Scenic Reserve
- , Protection from soil erosion and the resultant flooding for our village and nationally important infrastructure
- , Restored native forest behind the village
- , Extensive walking/cycling/horseriding tracks over our hills with such fantastic views.

The proposed Community Garden and scarp Scenic Reserve represent two wonderful new additions to the developing character that is Paekakariki.

The economic threat from the eroding and flooding catchments in the hills behind the village needs urgent attention.

The challenge is for the Councils and public agencies to come together and recognise the value to the community. By putting resources and support into the kete everyone can benefit from these opportunities to grow Paekakariki.

Please contribute to our kete and help our Councils grow our Paekakariki community and benefit many others in the district and region.

Vision

Paekakariki is defined physically by four pillars that define the village area; the sea in front of us, Queen Elizabeth Park to the right, the rugged coast to the left, and the hills behind us. This land stands over us, lures us upwards, links us to the life of the inland forests, provides us with water to sustain us, and threatens us because we have stripped it bare.

The Perkins family farm presents the opportunity to grow our community of Paekakariki by extending and adding amenity values to the land behind us.

Scope

This assessment covers only the area that was previously owned by the Perkins family that is not required long-term by the Transmission Gully motorway construction. It has been known as the “Middle Run” farm for many years. The village was developed from some of this Run.

When acquisition is indicated in this report, the funds can come from a variety of sources. KCDC and GW have land purchase funds. KCDC and GW may get credits for land taken by NZTA elsewhere in its motorway developments. DOC has a land purchase fund. The Minister of Conservation has a land purchase fund. The Walking Access Commission can help.

If our community values are not made known and acted on, NZTA intends to subdivide the land not required for the Transmission Gully motorway, into 20 lifestyle blocks of 20 hectares each (the minimum lot size allowed in the current District Plan).

History of the land

This land was previously occupied by Muaupoko and Ngati Apa, and then by Ngati Toa. This land was then sold and farmed from the 1850's on by the Smith and Perkins families. Various portions of this current Perkins family land were used for a US Marines Camp and defence purposes during WWII.

Contributors

Many people contributed input for this report. The iwi was invited to contribute but wished to reserve its views. Interested Paekakariki residents and groups, and people throughout the region were the main contributors.

The views of iwi should be sought before actioning any recommendations.

Place assessments

As this is quite a complicated site, it has been considered as several reasonably distinct Places.

For the purposes of this assessment the land comprises the following Places:

1. Tilley - Tilley Road to the Railway Line
2. SH1 – Flat land either side of State Highway 1
3. Scarp - The steep coastal scarps above SH1 and Paekakariki Hill Road
4. Soil Conservation - The catchments draining to the Kapiti Coast
5. Pauatahanui - The land that drains to Pauatahanui
6. Motorway – The route of the Transmission Gully motorway.

Map 1



Overall considerations

Recognition of former occupiers

It would be fitting if the names of former occupiers of this land are recognised in any community developments that arise from this opportunity. This would include iwi and the Smith/Perkins families.

Walking tracks

Any reference to walking tracks within this document should include provision for mountainbiking and horseriding where appropriate. The main exception to this would be the upper section of the track to Wainui.

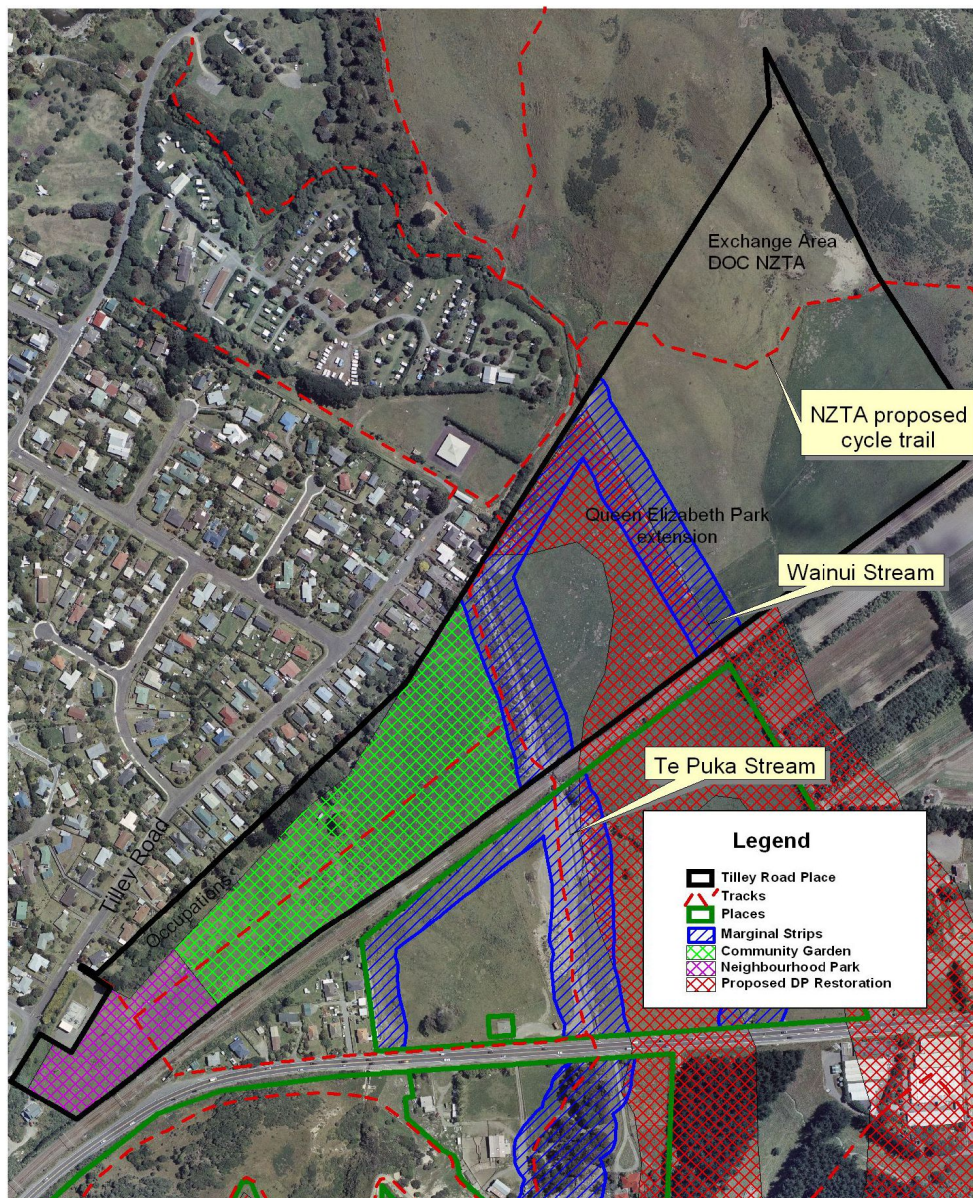
Marginal Strips

It is presumed that full width Marginal Strips along qualifying streams are reserved from any sale. These should be increased in width where the conservation values merit.

Place 1 - Tilley Road

Area – 18.5817 ha. Less 3 ha. to be transferred to DOC as NZTA exchange. Less Marginal Strips reserved to DOC of 2 ha. – Remaining area approx 13 ha.

Map 2



Community Values

Outstanding Landscape

The portion of dune country north of Wainui Stream is designated Outstanding Landscape in the District Plan.

Addition to Queen Elizabeth Park

While 3 ha. has been offered by NZTA to DOC in exchange for land to be taken at Poplar Ave, there is more land that is worthwhile adding to the Regional Park. This would extend south from the 3 ha. to the Wainui Stream and its riparian margins. It is shown in the District Plan as being Open Space and an Outstanding Landscape. Greater Wellington are supportive of extending the Park in this area.

Riparian revegetation and access

The margins of the Wainui Stream and Smith Creek/Te Puka Stream are grazed, and stock enter the water. This is unacceptable for the ecological health of these streams.

With the upper catchment clothed in native forest on the slopes of Wainui, these streams are a vital connection for native fish to live in and reach suitable habitat.

The margins of the Smith Creek/Te Puka Stream provide public walking access to further upstream. Access is under the rail bridge and through a dedicated box culvert under SH1 and on to the Greater Wellington native forest that includes Mt Wainui. This follows the direct route that people from the village use to climb our maunga, Wainui. It would also provide access to the proposed Paekakariki Scenic Reserve on the coastal scarp, and walking tracks that are proposed to be developed on the hills.

Flood works access

Periodic pulses of gravel that come down Smith Creek/Te Puka Stream and threaten to burst stream banks, flood houses and choke up the streambed down past the Paekakariki Motorcamp in the Regional Park. Heavy machinery access to this stream is needed.

Community gardens/mara kai

This area presents the best known opportunity to establish a community garden for the Paekakariki community. It is readily accessible as it is near the centre of the community, particularly with the access from Tilley Road beside the substation.

The land at the south is mostly well drained flat sandy soils well suited to horticulture and with drive on access and no flooding risk. As one progresses north it changes to fertile but floodable alluvial fan from the Smith Creek/Te Puka Stream. Although floodable these areas are suitable for tree crops and animal grazing, as distinct from vegetable cropping which needs to be sited away from inundation. A mix of soils and wetness would be ideal.

Water can be sourced with a natural head from up Smith Creek/Te Puka Stream following the Marginal Strips that are required to be set aside, or from a bore.

There is an active group of over 100 in the Paekakariki community looking for a suitable site for a Community Garden – POOG - Paekakariki Organic Orchards and Gardens.



Other sites around the village have been considered for a community garden but would impact on existing openspace use, or contain contaminated soils and fill. Establishment of a community garden here would implement the Council Community Garden/Mara Kai Policy for the people of Paekakariki, and give them a long term opportunity to be more food self sufficient and build community in a new and more resilient way.

Neighbourhood Park

The Council Open Space Strategy 2012 identifies Paekakariki as being below average in its Neighbourhood Parks opportunities.

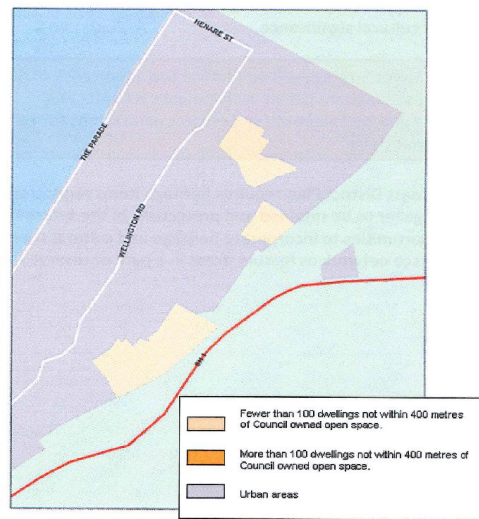
It defines Neighbourhood Parks as:

Neighbourhood Parks: An easily accessible urban reserve for the immediate community. They are primarily used by the community for informal recreation, social, cultural and leisure activities and also provide other complementary values (e.g. landscape amenity, conservations or flood water attenuation, community gardens, exotic trees, garden beds and childrens playgrounds). Often these park types have the most multi-use potential.

*Note that this definition includes provision for community gardens as a multi-use component.

The Strategy also identifies where in Paekakariki a Neighbourhood Park should be sited. Where the Strategy identifies the gaps in current Open Space it provides a map of the residential areas that have inadequate access at present.

Map 4: Paekākāriki Residential Areas with inadequate access to Council Public Open Space



The ONLY area of undeveloped land in Paekakariki that can fill this gap is the farmland in the vicinity of the Tilley Road substation at the southern end of this Place.

Legalising neighbour occupations

Selling the occupied portions to the adjoining owners in the west would regularise the present situation, and enlarge neighbouring Tilley Road residents gardens to make them more self sufficient for food, and provide adequate septic tank drainage.

Walking/cycling access for the residents on SH1

A pedestrian crossing of the railway line in the vicinity of the old railway gate, and an all weather path across this Place exiting beside the Tilley Road substation, would provide safe all weather walking/cycling access to the village for SH1 residents. It would also provide access to the proposed Neighbourhood Park.

Mountains to the Sea Ecological corridor

Council considers it a priority in its Open Space Strategy to develop mountains to the sea ecological corridors. Some of this Place comprises the only potential link between the sea at Queen Elizabeth Park and the Paekakariki scarp native forest and those around Mt Wainui – Corridor “a” in Appendix 4.

Terrain

This Place comprises gently rolling sand country in the south moving to sloping shingle fan and flat silty areas, and then to steep sand dunes at the north. It is bisected by two streams with often large stopbanks.



The southern portion was part of the extensive WWII US Marine Corp Paekakariki camp that served as one of three camps that were a major base for US Marines fighting in the Pacific.



1942 HP 104 C P Leonard Collection Kāpiti Coast District Libraries

Limitations on development

Services

This Place is crossed by two high voltage power lines serving the village, a feeder watermain to the village, a gas pipeline, and a Clear telecommunications cable north of 160 Tilley Road all serving the village.

Flooding

Much of this Place is considered flood prone, particularly the northern half and the southern tip – see Appendix 2. Previous floods have deposited large volumes of gravel in the stream bed necessitating extensive river works to maintain channel alignment and capacity.

Marginal Strips

Two streams cross this Place and qualify for the reservation of 20 metre wide Marginal Strips from any sale, reserving two swathes of land at least 43 metres wide and cutting this Place into three separate blocks with no legal access between them. The Wainui catchment streams contain a significant range of native fauna; Giant kokopu, Koura, Longfin eel, Shortfin eel, Redfin bully, Common bully, Shrimp, and Torrentfish. The community treasure these streams and want to see them restored to a natural state to extend the work previously carried out in the Queen Elizabeth Park.

Restricted legal access

The only legal access is off Tilley Road in the vicinity of the electrical substation, comprising a 3 metre wide drive-on accessway (currently unformed) north of the substation, and an inaccessible steep bank south of the substation.

District Plan restrictions

The northern portion of this Place north of Wainui Stream is zoned Open Space and is an Outstanding Landscape feature. The remainder of this Place is zoned Rural and can not be subdivided as it is smaller than the minimum lot size of 20 ha.

Existing District Plan. Mainly zoned Rural. Some of the southern portion of this Place is within Noise Corridor.

Some of this Place is zoned Open Space, at the north end where the dunes are.

The Proposed District Plan 2012 contains much the same provisions, with the addition of a “Priority area for restoration” to create an Ecological Corridor from QE Park to the forested hills. The tops of the dunes at the north end are identified as “Dominant Dunes”.

Other considerations

At present the residents that live along State Highway 1 east of the railway access the village by walking across this Place to Tilley Road. This is to avoid walking all the way beside the dangerous SH1 to the south to get to anyone in the village or to the railway station.

Many of the residents in Tilley Road (approx 22 properties - numbers 100-142) are occupying a small strip on the western side of this Place. They are gardening it and there are fruit trees, chicken runs, sheds, fences and even septic tanks on portions of this Place. Some residents wish to acquire this land that they occupy.

A Paekakariki community group was interested in building sportsfields on this Place but are currently pursuing other sites with Council.

NZTA have proposed that a walkway/cycleway linking Paekakariki to Poplar Ave crossing be created across this Place to allow them to provide for cyclists and pedestrians while constructing and maintaining motorways.

At present the landowner Perkins accesses this Place for farm management purposes by crossing the double track Railway Line from their land to the southeast. This is a risk to the Railway that would continue if this Place remained in common ownership with the land on the southeast side of the Railway Line.

Recommendations

1. That Marginal Strips are reserved along all qualifying streams crossing this Place.
2. That this Place be acquired under the Public Works Act by the Councils and DOC for a Recreation Reserve, particularly using any credits that they have with NZTA.
3. That the Queen Elizabeth Park is extended from the northern boundary south to include the Wainui streams.
4. That an Ecological Corridor restoration be acquired under the Public Works Act by Council.
5. That a Neighbourhood Park be established beside the Tilley Road substation, with the northern portion to become a community garden.
6. That walking tracks be established across this Place, including to provide community walking access to Wainui, and walking access to SH1 resident houses across the railway line.
7. That Tilley Road resident occupations be legalised.

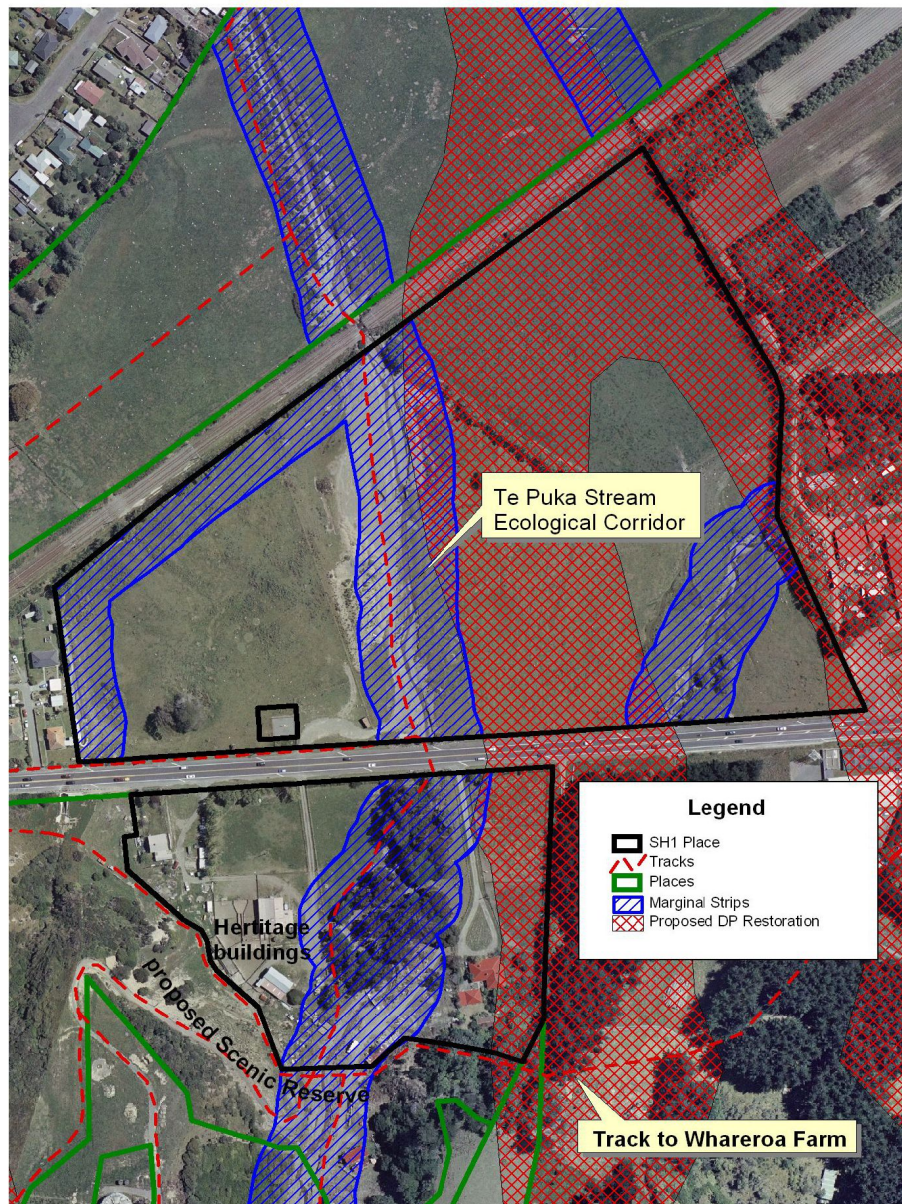
Stakeholders

KCDC – support and acquisition
Greater Wellington - support and acquisition
Friends of Queen Elizabeth Park – support
Paekakariki Orchards & Gardens – support
Regional walking/cycling/horseriding groups – support
KiwiRail – hazard management and support

Place 2 – SH1 - Flat land either side of State Highway 1

Area – 12 ha. less Marginal Strips reserved – approx 10 ha.

Map



Community values

Ecological corridor

Council considers it a priority in its Open Space Strategy to develop mountains to the sea ecological corridors. Some of this Place provides the only potential link between the sea at Queen Elizabeth Park and the Paekakariki scarp native forest and those native forests around Mt Wainui – Corridor “a” in Appendix 4.

Heritage farm buildings

The woolshed/shearing shed and associated farm buildings are considered to be an historic precinct.

Flood works access

Periodic pulses of gravel that come down Smith Creek/Te Puka Stream and threaten to burst stream banks, flood SH1 and the North Island Main Trunk Railway and choke up the streambed down past the motorcamp in the Regional Park. Heavy machinery access to this stream from upstream of the Railway and SH1 is needed.

Terrain

This Place comprises gently sloping shingle fans and a flat silty area. It is bisected by three streams with often large stopbanks.

Limitations on development

This Place is crossed by feeder water mains to the village, and gas pipelines.

Much of this Place is considered flood prone, particularly north of SH1 – see Appendix 2. Previous floods have deposited large volumes of gravel in the stream bed necessitating extensive river works to maintain channel alignment and capacity.

Three streams cross this Place and qualify for the reservation of 20 metre wide Marginal Strips from any sale, reserving three swathes of land at least 43 metres wide and cutting this Place into five separated blocks with no legal access between them. The Wainui catchment streams contain a significant range of native fauna; Giant kokopu, Koura, Longfin Eel, Shortfin Eel, Redfin bully, Common Bully, Shrimp, and Torrentfish.

The area around the old shearing shed and yards is considered to have toxic soils arising from the past use of stock drenching chemicals.

Existing District Plan. Zoned Rural. Within Noise Corridor.

The Proposed District Plan 2012 contains much the same provisions, with the addition of a “Priority area for restoration” to create an Ecological Corridor from QE Park to the forested hills.

Recommendations

1. That Marginal Strips are reserved along all qualifying streams crossing this Place.
2. That walking tracks be established across this Place.
3. That Council investigate appropriate protection status for the heritage farm buildings under the Historic Places Act and/or the Resource Management Act.
4. That an Ecological Corridor restoration be acquired under the Public Works Act by Council.

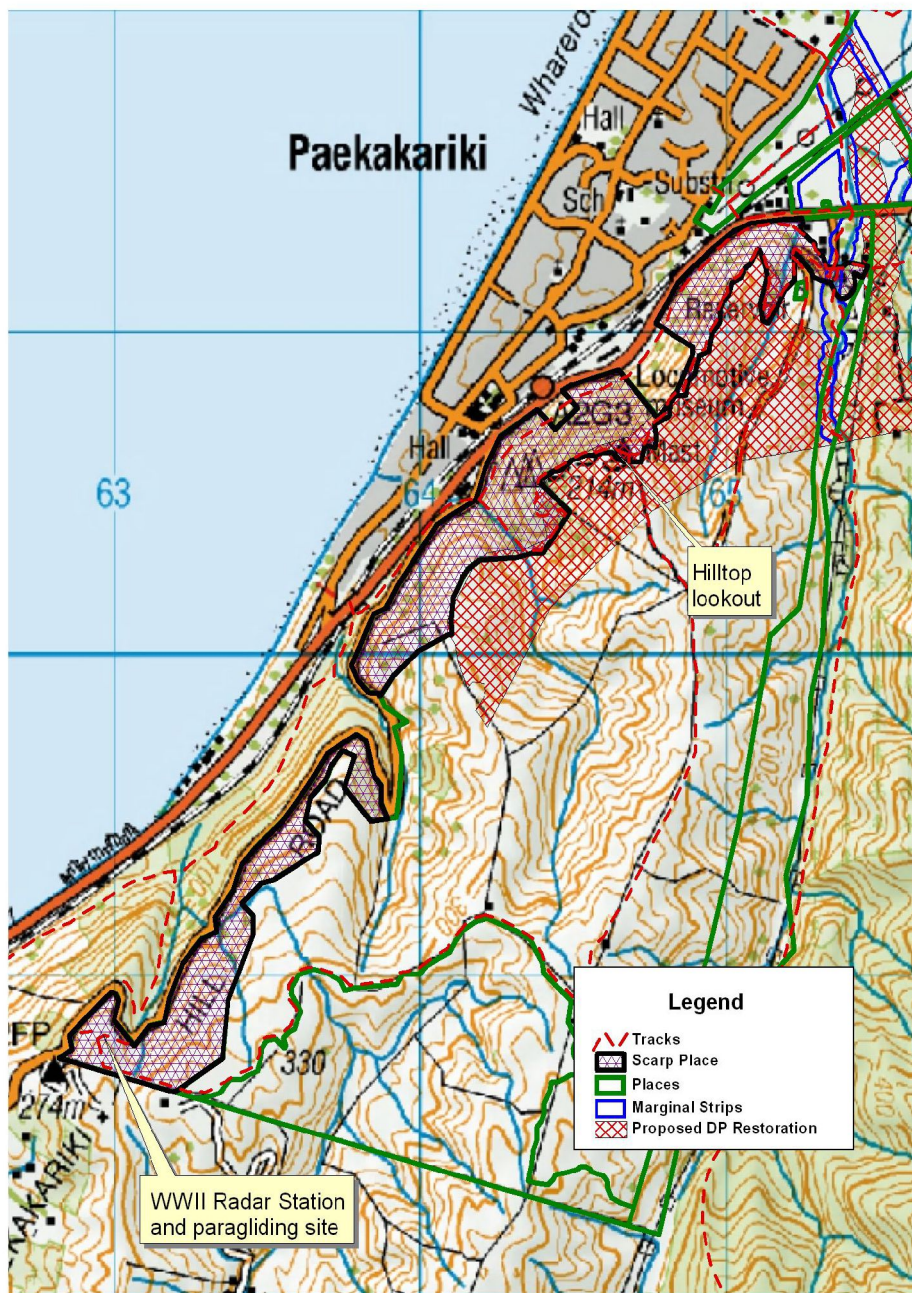
Stakeholders

KCDC – purchase and support for ecological corridor
Greater Wellington – support for ecological corridor
Nga Ururoa Trust – Native forest restoration support
Historic Places Trust – support for protection of heritage buildings
Regional walking/cycling/horseriding groups – support

Place 3 – Scarp - The steep coastal scarps above SH1 and Paekakariki Hill Road

Area – 60 ha.

Map



Community Values

Scenic

This scarp is prominent in the lives of the Paekakariki community. It defines us and delights us when it glows red in the sunset. We look at it while waiting for the train. It stands over us. It should become a Scenic Reserve.

A visibility analysis from every residence in the village identified that 50% of the community could see much of the upper slopes of the scarp. No district or regional analysis was undertaken for the scenic value to the large number of people elsewhere on the Kapiti Coast, using the SH1 or the North Island Main Trunk Railway, or offshore. This should be undertaken, and may warrant that more land should be added to the proposed Scenic Reserve.

The scarp is prominent in the fantastic vista over the district from the lookout on Paekakariki Hill Road. This is the best view in the Kapiti Coast District and any restoration of the scarp visible from the lookout would enhance that.



There is an even better view from the hilltop above the lookout and a walking track can be constructed up to that to provide for more energetic visitors.

The District Plan recognises this as an Outstanding Landscape feature.

The proposed District Plan zones this as an Outstanding Natural Landscape.

Walking access

The community wants to walk to the highpoint opposite the station to look over the village. There is the opportunity to create several loop walks from the village along the base of the scarp and up to the highpoint opposite the station.



Native forest restoration

There are many remnants of kohekohe forest regenerating along with manuka and tauhinu. With stock removal, weed control and selective replanting this scarp will readily revegetate into mature native forest. The scarp opposite the Railway Station has not been grazed for the past few years so it is quietly regenerating.

Most of the scarp north of Hairpin Gully is zoned Very High Erosion Susceptibility in the proposed District Plan.

Nga Ururoa Kapiti Project are committed to protecting & restoring Kapiti's unique kohekohe forest and have expended considerable efforts since 1997 to restore coastal scarp native forest particularly below Paekakariki Hill Road. They and the community are ready and waiting to help regenerate this scarp and its remnant kohekohe forests.

Hang and paragliding

A site above the Paekakariki lookout is regionally important to the hang gliding and paragliding community according to the president of the Wellington Hang Gliding and Paragliding Club. It is a better site than launching from the Paekakariki Hill Road lookout where the public visit.



WWII Radar station buildings

There is a cluster of WWII radar station buildings above the Paekakariki lookout that are an attraction in themselves. These are part of the WWII heritage theme that is a vital part of our heritage trail along the coast and particularly Paekakariki.



Terrain

This Place comprises steep coastal scarps and adjoining areas of regenerating native forest and shrubland, with walking access routes included as well.

It is covered in a mix of grassland, regenerating kohekohe forest, manuka and tauhinu.

Limitations on development

Mostly Class VIIIe and Class VIIe erosion prone land that should be retired from grazing.

Outstanding District Plan Landscape Feature on the upper slopes.

Contains some protected maori kumara pits and a pa site.

Contains protected WWII radar station historic buildings above the Paekakariki lookout.

Contains several native forest Ecological Sites above Paekakariki Hill Road.

Crossed by a gas main, water main and telecommunication cable.

Contains existing communications facilities e.g. cellphone and microwave towers.

Other considerations

GW Biodiversity Division help manage some of the native forest below Paekakariki Hill Road on KCDC reserves. It would help these forests if those above the road were also able to be helped by GW.

The GW Regional Policy Statement recognised the Paekakariki scarp as being a landscape of regional significance.

GW soil conservation are prepared to subsidise revegetation of this erosion prone land and consider that it should be retired from grazing. Often rocks fall on SH1 and Paekakariki Hill Road due to the lack of vegetation.

Porirua City Council is carrying out preventative maintenance on Paekakariki Hill Road within their district to mitigate critical vulnerabilities along this lifeline transport corridor. Similar work should be carried out within Kapiti Coast district particularly to stabilise hillsides which are often subject to rockfall.

Some adjoining land is already owned by NZTA and KCDC opposite the village.

The scarp opposite the Railway Station is currently a significant grass fire risk as it has not been grazed for the past few years.

Recommendations

1. That the Paekakariki scarp be acquired under the Public Works Act by Council for a Scenic Reserve, and named by the iwi.
2. That district and regional landscape values assessments are undertaken by the Councils to ascertain where the proposed Scenic Reserve should be extended.
3. That walking tracks be constructed to the highpoint above the Paekakariki Station, and around the scarp base from the Te Araroa Trail to Whareroa Farm.
4. That a regional hang gliding launch site is developed above the Paekakariki Hill Road lookout.
5. That adjoining KCDC and NZTA public land on the scarp be added to the Scenic Reserve.

Stakeholders

KCDC – parks support and acquisition

Greater Wellington – biodiversity and soil conservation support and acquisition

DOC – support and acquisition

Minister of Conservation – acquisition

Nga Ururoa Trust – Native forest restoration support

Regional walking/cycling/horseriding groups – support

NZTA – hazard management, support and revegetation

KiwiRail – hazard management, support and revegetation

Place 4 – Soil Conservation - The catchments draining to the Kapiti Coast

Area – 244 ha. Less Marginal Strips reserved to DOC of 1 ha. – Remaining area approx 243 ha.

Map



Community Values

Soil Conservation and Flood Protection

In 2003 debris floods from the Waikakariki catchment inundated the village in the Beach Road area. The SH1 was cut off by debris floods from the Waikakariki catchment, cutting the lifeline to the region. The North Island Main Trunk Railway was cut off in two places, cutting commuter services, tourist trains, and national railfreight trade and supplies.



2003 floods in Paekakariki

The resulting disruption, damage and reinstatement cost the community millions to deal with. It continues to cost the community with the ongoing insecurity arising from the threat of further flooding.

The high intensity rainfall events that caused this flooding are expected to become more frequent with predicted changes to our climate.

These catchments are a great threat to various community values from the debris floods that they currently produce in their deforested state. See Appendix 3.

While it is an extensive area and would require a significant contribution to acquire, the ongoing costs of flood management and flood damage costs make it an investment to protect the community and minimise longterm costs.

While debris arrestors were recommended to deal with this ongoing threat, few were built, and they require ongoing maintenance indefinitely.

It would be more economic to retire and revegetate this Place to avoid perpetual damage and debris fence maintenance costs.

The re-routing of SH1 along Transmission Gully will eventually provide an alternative lifeline, but the main trunk railway, Paekakariki village and local roads will remain vulnerable.

Scenic

The District Plan recognises this as an Outstanding Landscape feature.

Walking access

The community wants to walk the hills above the village. There is the opportunity to create several loop walks from the village across the hilltops and link other tracks with the Paekakariki Hill Road lookout area.

Native forest restoration

There are some kohekohe forest remnants regenerating along with manuka and tauhinu. With stock removal and some weed control and selective replanting these hills will readily revegetate in mature native forest.

The proposed District Plan zones much of the northern portion of this Place as Restoration.

Nga Ururoa Kapiti Project are committed to protecting & restoring Kapiti's unique kohekohe forest and have expended considerable efforts since 1997 to restore coastal scarp native forest particularly below Paekakariki Hill Road. They and the community are ready and waiting to help regenerate this place and any remnant kohekohe forests.

Terrain

This Place comprises steep hills with deeply incised valleys and flattish tops that are highly exposed to the weather. There are some small areas of remnant native kohekohe forest, and areas of regenerating manuka and tauhinu.

Limitations on development

Gas pipeline
Telecommunication cables
High voltage power lines
Mostly Class VIIe erosion prone land that should be retired from grazing.
Outstanding District Plan Landscape Feature on the upper slopes.
The proposed District Plan protects Dominant Ridgelines on this Place.
Contains some protected maori kumara pits.

Other considerations

NZTA are to reafforest the Te Puka Stream/Smith Creek catchment above the new Motorway to protect the new Transmission Gully Motorway from debris floods, and as a resource consent ecological mitigation condition. SH1 and the North Island Main Trunk Railway should receive the same nationally important protection works.

NZTA Operations are looking at retiring and revegetating the Waikakariki catchment that flooded the SH1 and the village in 2003.

KiwiRail have a national fund for works to manage this type of threat to the North Island Main Trunk Railway and are looking at retiring and revegetating the Hairpin catchment that flooded the Railway in 2003.

GW soil conservation are prepared to subsidise revegetation of this erosion prone land and consider that it should be retired from grazing.

Any revegetation on these catchments should be mindful of the rural fire risk from ungrazed grassland and regenerating shrubland, and seek to minimise the risk of losing any regeneration with the resultant increased debris flood hazard.

A group of Paeakakariki residents is exploring the possibility of wind turbines for electricity generation on this Place.

Recommendations

1. That Marginal Strips are reserved along all qualifying streams crossing this Place.
2. That this Place is managed as a Soil Conservation Reserve.
3. That the Waikakariki catchment is retired from grazing and revegetated urgently to protect the village and SH1.
4. That the Hairpin catchment is retired from grazing and revegetated urgently to protect the Hill Road and the North Island Main Trunk Railway.
5. That consideration be given to retiring the North catchment to protect SH1, the North Island Main Trunk Railway, and houses along SH1.
6. That walking tracks be established across this Place.

Stakeholders

KCDC – support and acquisition – hazard management, biodiversity and roading
Greater Wellington - support and revegetation and acquisition – biodiversity and soil conservation

NZTA – hazard management, support and revegetation

KiwiRail – hazard management, support and revegetation

Regional walking/cycling/horseriding groups – support

Walking Access Commission – support for walking access

Place 5 – Pauatahanui - The catchments draining to Pauatahanui

Area – 61 ha.

Community Values

None

Terrain

Moderately steep catchment in pasture that drains south to Pauatahanui. This Place is distinctly different as it concerns the Porirua City community rather than the Kapiti Coast community.

Limitations on development

Some class VIIe land that is unsuitable for continued grazing.

Zoned Rural.

Other considerations

None

Recommendations

None

Stakeholders

None

Place 6 – Motorway - The Transmission Gully motorway

Area – 38 ha. Less Marginal Strips reserved to DOC of 1 ha. – Remaining area approx 37 ha.

Community Values

Walking access

The community wants to walk up to Wainui. There is the opportunity to create a walk to Wainui along the side of Te Puka Stream and under the Motorway where it is to be bridged over the stream .

Native forest restoration

There are some kohekohe forest remnants regenerating along with manuka and tauhinu. With stock removal and some weed control and selective replanting these hills will readily revegetate in mature native forest.

The proposed District Plan zones some of the northern portion of this Place as Restoration.

Nga Ururoa Kapiti Project are committed to protecting & restoring Kapiti's unique kohekohe forest and have expended considerable efforts since 1997 to restore coastal scarp native forest particularly below Paekakariki Hill Road. They and the community are ready and waiting to help regenerate this place and any remnant kohekohe forests.

Terrain

Steep catchment in pasture that drains north to SH1 via the Te Puka stream.

Limitations on development

Some class VIIe land that is unsuitable for continued grazing.
Mostly Class Class VIIe erosion prone land that should be retired from grazing.
Contains a protected petrol storage tank built during WW2.
High voltage power lines

Other considerations

NZTA are to reforest the Te Puka Stream/Smith Creek catchment either side of the new Motorway to protect the new Transmission Gully Motorway from debris floods and as a resource consent ecological mitigation condition.

Recommendations

1. That Marginal Strips are reserved along all qualifying streams crossing this Place.
2. That a walking track be established across this Place beside the stream to reach Wainui.

Stakeholders

NZTA – hazard management, support and revegetation
Regional walking/cycling/horseriding groups – support
Walking Access Commission – support for walking access

Appendices

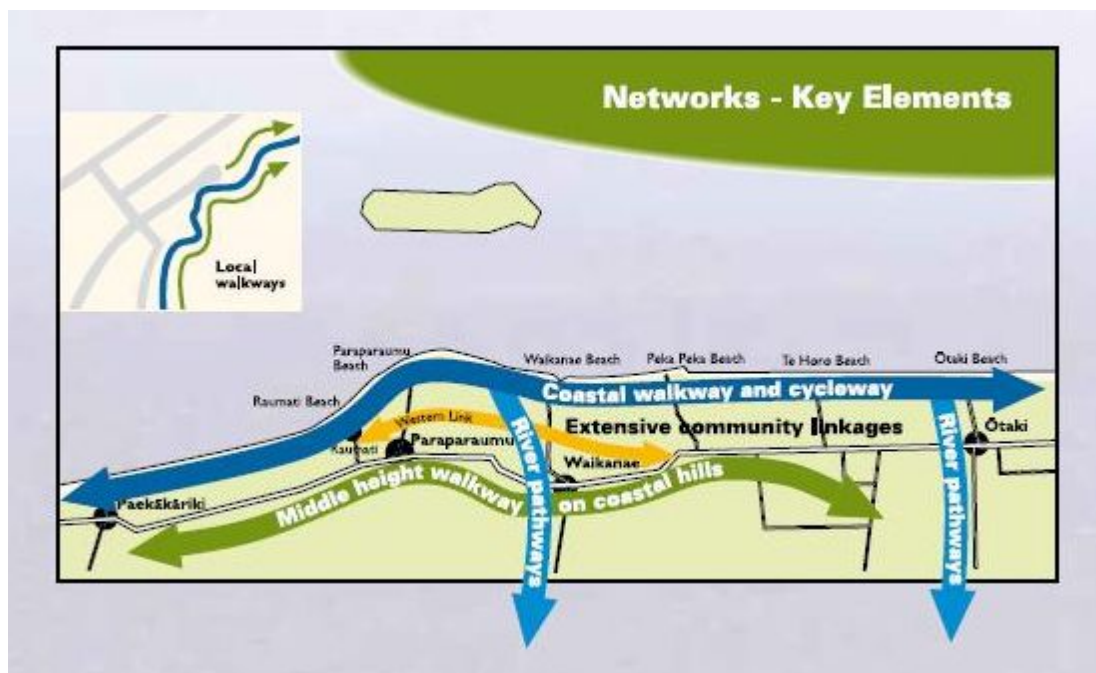
1. Proposed Cycleways Walkways Bridleways

Council has a Cycleways Walkways Bridleways Strategy

<http://www.kcdc.govt.nz/Documents/Downloads/Strategies/Cycleways-Walkways-Bridleways-Strategy.pdf>

Objective 3

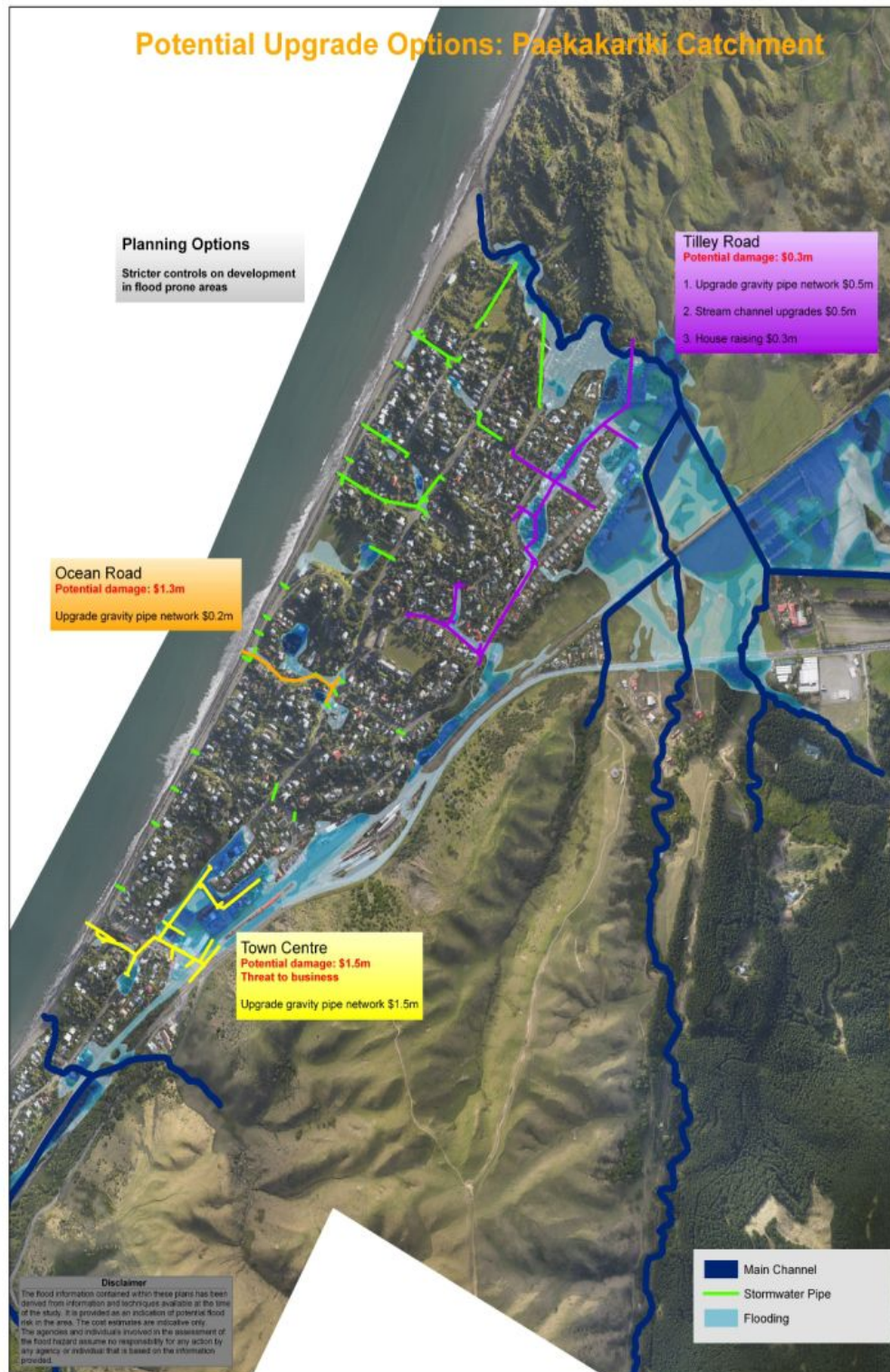
“To develop safe networks that improve walking, cycling and horse riding access and linkages throughout Kāpiti.”



“Middle height walkway on coastal hills”

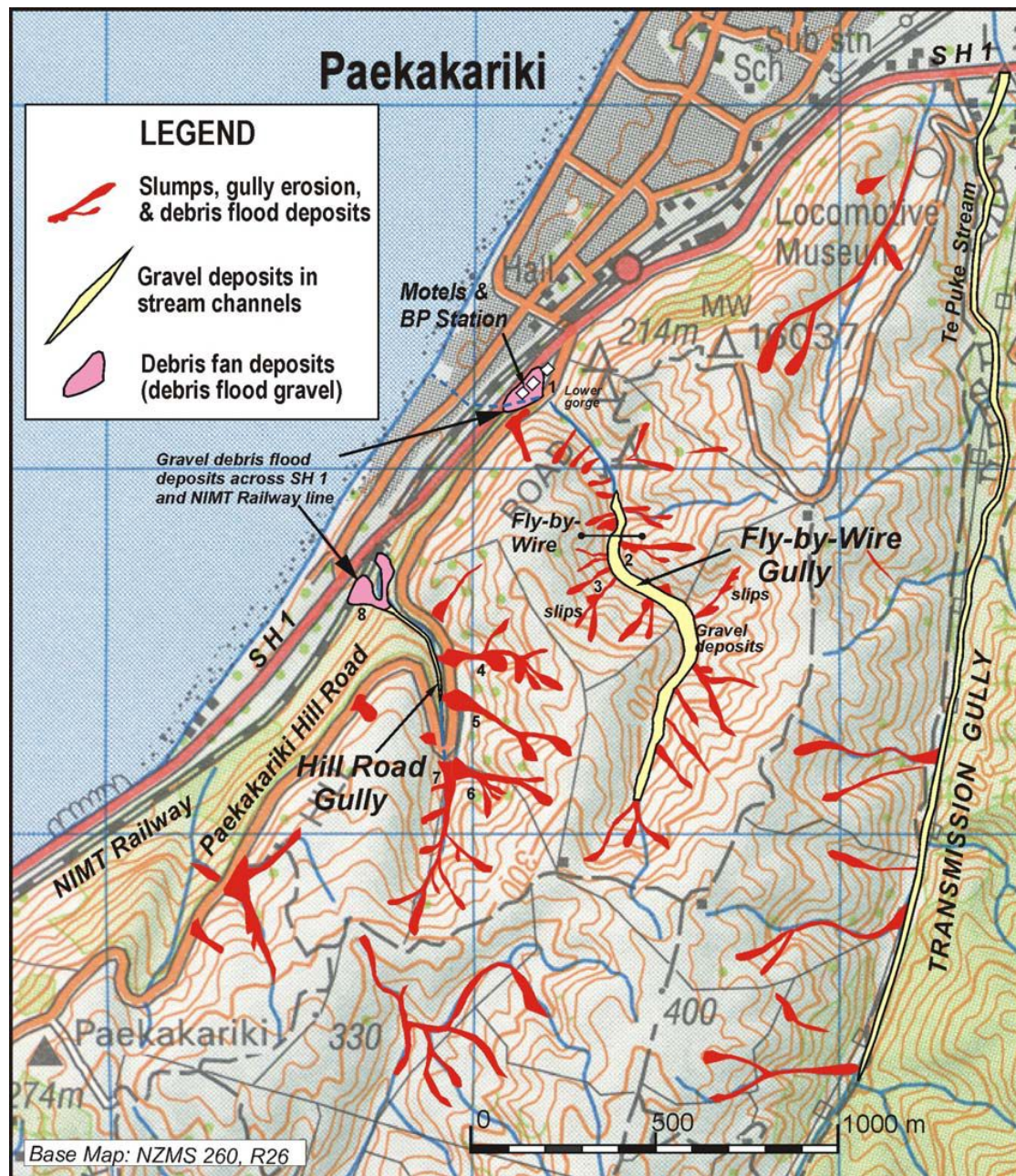
Source - KCDC

2. Flooding areas



Source - KCDC

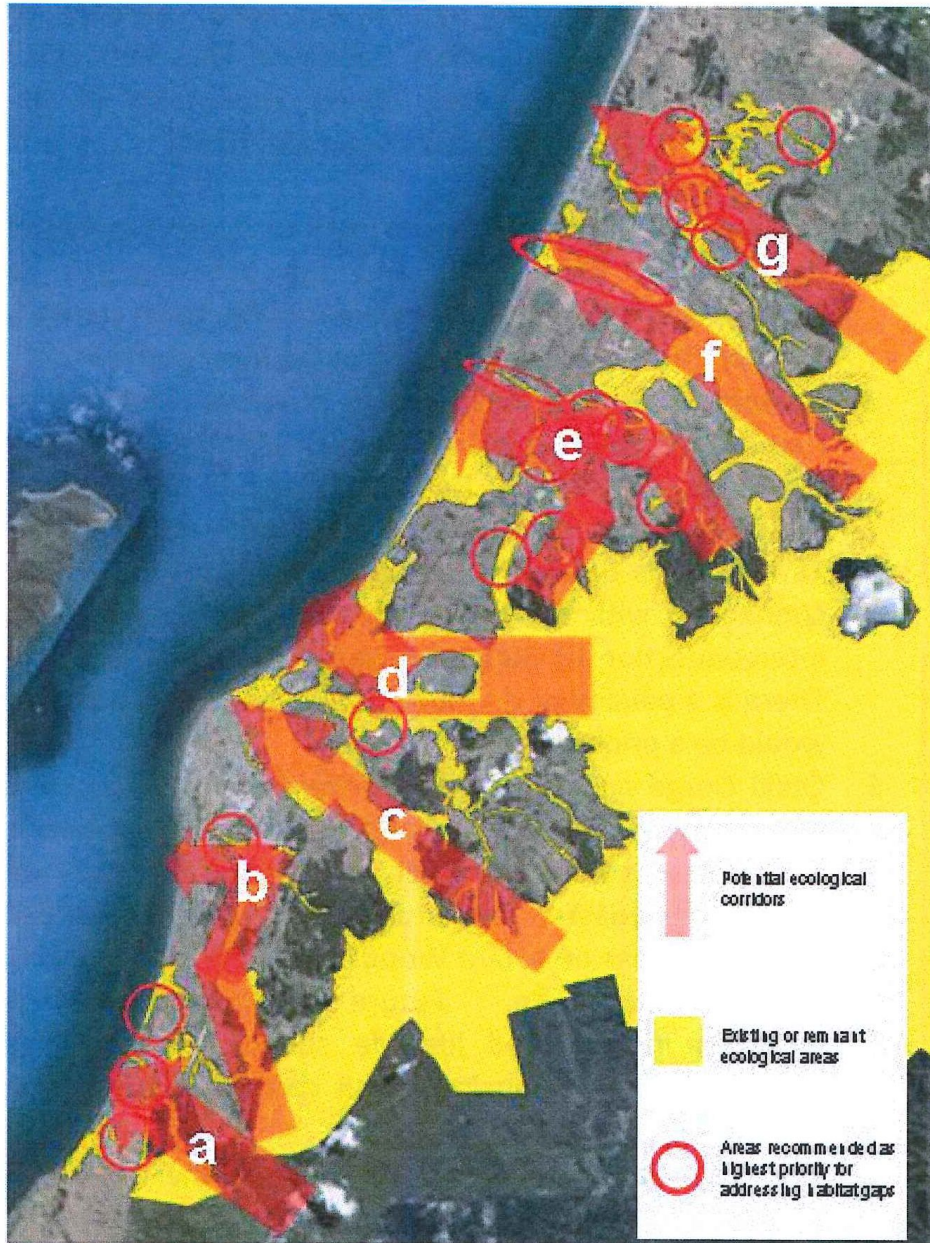
3. Soil debris floods and deposits



From "Preliminary report on landslides, gully erosion, and debris flood effects in the Paekakariki area as a result of the 3 October 2003 flood, Institute of Geologic and Nuclear Sciences, 2003/120."

4. Ecological Corridors

MAP 2: Priority Ecological Framework – Including Mountains to Sea Corridors



Map courtesy of Place Consultants.

Source – KCDC Open Space Strategy 2012

5. Existing and potential walking/cycling/horseriding tracks and connections

