

22 March 2024

To: Upper Hutt City Council: Submission on Plan Change 49 Open Space, Variation 1 Silverstream Spur Reconvened Hearing

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Submission to the reconvened hearing on: Plan Change 49 Open Space, Variation 1 Silverstream Spur

Background

Following the hearing for PC49/V1 held on 27-30 November 2023, the panel issued instructions to UHCC to obtain new information on ecology issues and cultural issues via Minute 4 issued on 6 December 2023.

Subsequently the panel has issued Minute 9 advising the re-convening of the hearing scheduled for 3-4 April 2024 to specifically discuss the Councils new/updated ecological evidence and the updated s.42A report incorporating amendments based on the Councils ecological evidence.

Spur Cultural Issues

- 1) I would like to bring to the panel's attention, the information on the "Taita Track" contained in the document "Tracks from the Eastern Hills, Hutt Valley to Wainuiomata, Orongorongos and the Wairarapa pre 1860" written by Jeremy Foster in 2021. The description of this pre 1840's track indicates a footpath that connected Taita to the location immediately adjacent the Spur land near the present day Reynolds Bach Drive and the site of the Parihoro Pa (near to the current Silverstream Retreat). This Pa site is also identified in the Raukura Consultants Cultural Values Report for the Wallaceville Private Plan Change that was included in the Council supplied cultural information.
- 2) Jeremy Foster groups the Taita Track with other "Māori" tracks and suggests that it was likely to have been named but this information has been lost. His description of the typology of these Māori tracks is as follows: "The Māori Tracks were foot tracks that had years of wear and tear of single file groups moving from one point to another. Most tracks were used to access resources and to get from one settlement to another. Tracks were kept to leading spurs and ridges wherever possible so that the route passed through terrain where the bush was less dense due to shallower and drier soil conditions."
- 3) The evidence indicates that pre 1840, Māori are likely to have been moving up and down the valley past the Spur camping and hunting nearby. Target hunting species are likely to have included tuna/long finned eel and pakura/swamp hen of pukeko.

Spur Ecology Issues

- 4) The purpose of the reconvened hearing is (I understand) to provide an opportunity for all parties to consider any new ecology information or evidence prepared by the Council's ecology expert and any relevant updates to the Council's s.42A report in advance of the hearing, and to present to the Panel on the new information or evidence should they wish.
- 5) I do not support the proposal in the updated Council s.42A report to reduce the proposed area of the Silverstream Spur Significant Natural Area (SSSNA) in accordance with the recommendations of Mr Goldwater in his statement of evidence dated 8 March 2024. Instead, I **recommend** that **further areas of existing beech-kamahī forest on the Spur** ("mature hard beech over a subcanopy of natives", as per the definition of these areas provided by Dr Keesing in point 4.7 of his statement of rebuttal evidence dated 15 March 2024), are **added** to the SSSNA. I have provided a plan showing these areas as part of my submission.
- 6) I do not support the **deletion** of areas of ponga-mamaku tree fern from the proposed SSSNA as recommended by Dr Keesing. I support the recommendations of Mr Goldwater to include these areas to provide linkage/connectivity and buffering attributes of the ecological context criterion he has discussed in his evidence. I would also note that these tree fern areas have taken nearly 80 years to regenerate across these parts of the Spur, and should be protected with any other areas of indigenous vegetation on the Spur that give the land its characteristics as Natural Open Space.
- 7) I do not support the separate Council proposals (Brett Latimer – Parks and Reserves Manager to the UHCC Policy Committee 21 February 2024 "Removal of Pine trees – Silverstream Spur Reserve") to remove all the pine trees growing on the land known as Silverstream Spur Reserve on a lowest conforming cost or highest return basis. This proposal would see the land across the Spur stripped bare in a forest harvesting operation that would also remove large amounts of existing areas of indigenous vegetation regrowth as collateral damage. The complete removal of all vegetation within an area that is proposed to be a Natural Open Space, is contrary to the definition of Natural Open Space. The need for restricting the potential effects of **complete removal of vegetation** across large areas of the Spur should be incorporated in this proposed plan change for the Spur land. There are established procedures to transition pines to natives using stem poisoning techniques over a 10-15 year period that are both low impact to the existing native vegetation and very cost effective compared to full clearance and assisted re-planting of natives. I recommend such an approach to the panel and Council as being appropriate for the management of the Spur vegetation transition from pines to native vegetation. Therefore I recommend that the panel consider including rules that the removal of any vegetation (exotic or indigenous) within or adjacent to the identified SSSNA areas or buffer /linkage areas should be covered by the rule NOSZ- R22. This will ensure that any removal of and exotic or non indigenous vegetation (pine trees) within the vicinity of the SSSNA will not result in the loss or destruction of parts of these areas.
- 8) The UHCC commissioned archaeological report for the Spur by Capital Heritage Limited (Victoria Grouden) includes Retrolens aerial photographs of the Spur from the early 1940's. This imagery has also been relied on by Dr Keesing in his evidence of vegetation regrowth rates on the Spur. The description of the Spur as it existed in the 1940's in the archaeological

report is: “Details of images dating to 1942 and 1943 show the area to be covered in a low scrubby bush at that time, and give a good picture of the general terrain and contours (see Figure 4 and Figure 5).” This aerial photography also shows areas of **different vegetation** within the **gully areas of the Spur** and the gully areas of the adjacent area of land immediately south of the Spur adjacent the future residential area along Sylvan Way. This different vegetation (from the more general “low scrubby bush”) shows individual mature trees (likely beech trees) above a lower canopy of trees and tree ferns around these larger specimen trees (potentially juvenile beech or kamahi and mamaku). Given the time period of approximately 80 years between 1942-43 and 2024 and the evident maturity of the large beech trees with diameters over 2.3m that I have measured in 2024, these aerial photos almost certainly show the same individual mature trees as those I identified during a field trip across the Spur I participated in during March 2024. Figure 5 from the archaeological report is reproduced below for reference as well as the same image with the **different vegetation** within the gully areas highlighted.

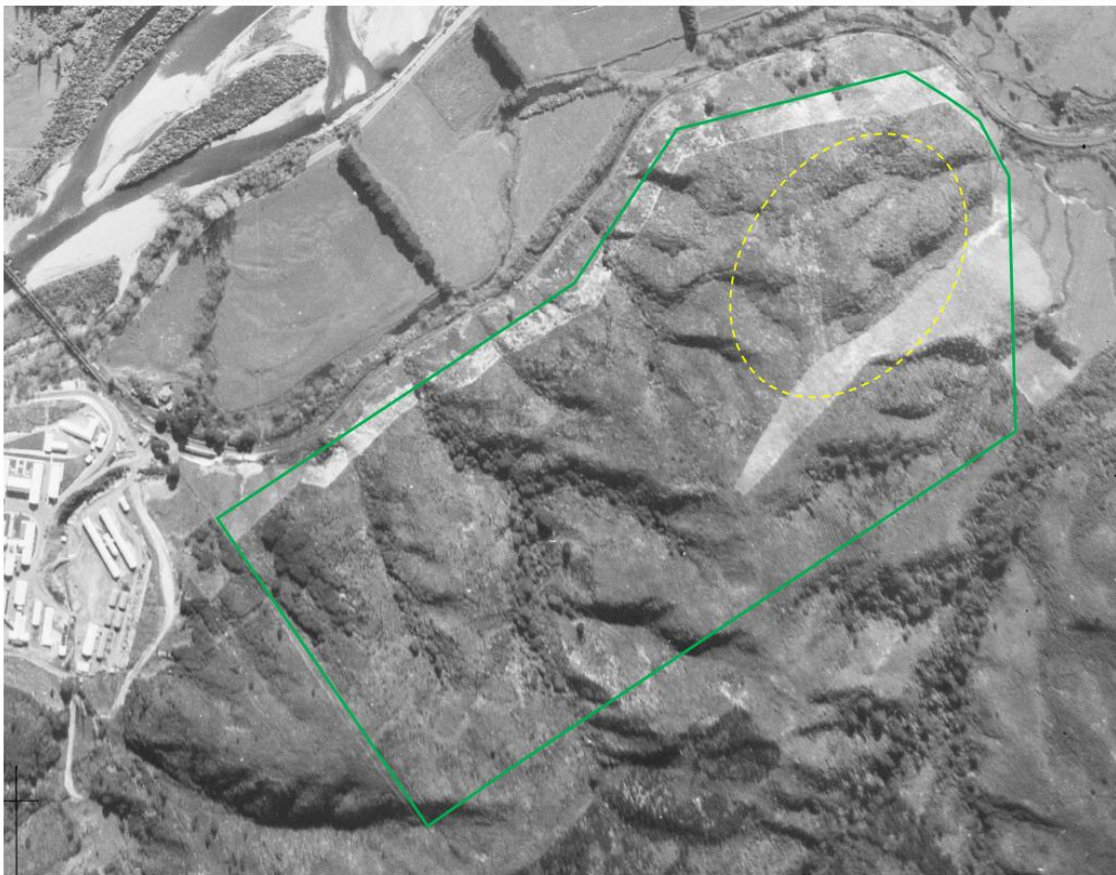


Figure 5 Silverstream Spur area, Detail of aerial image, 1943 (SN163-183-1B sourced from Retrolens NZ).

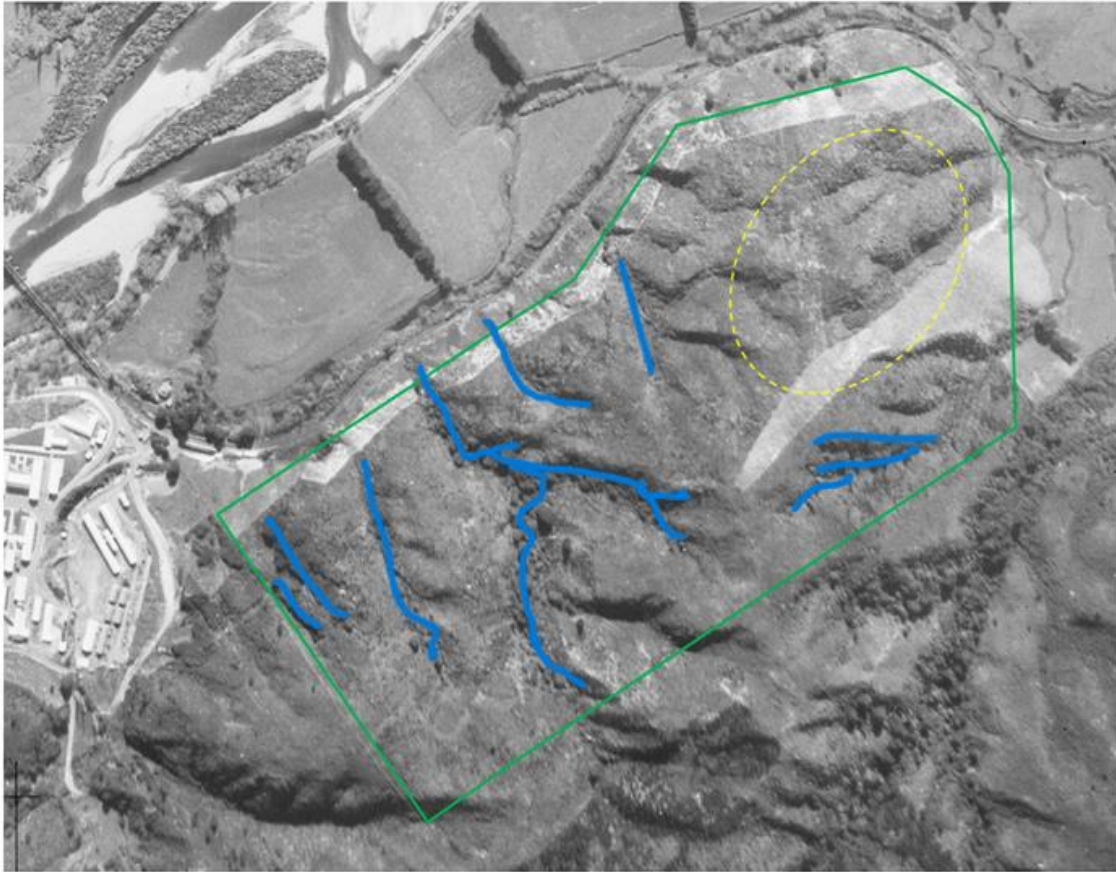
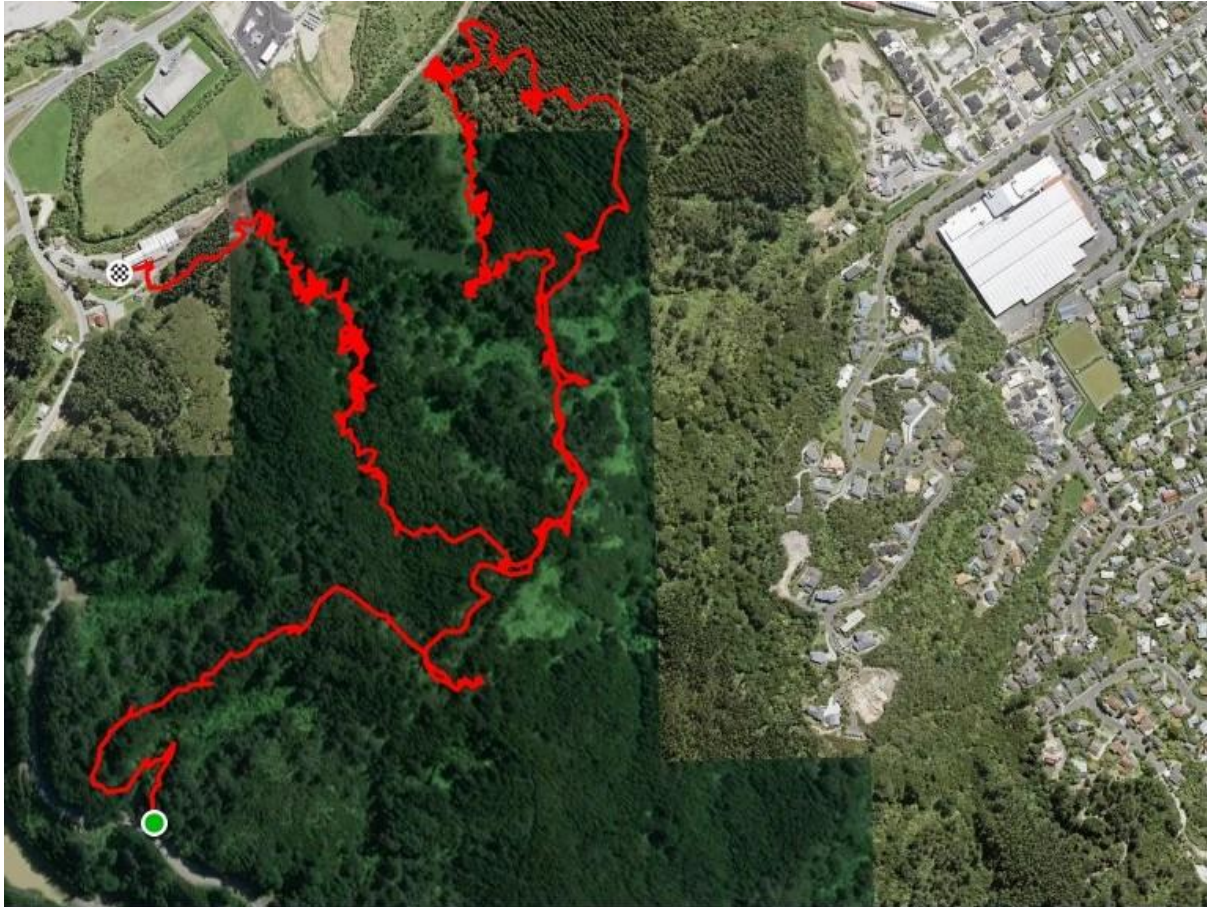


Figure 5 Silverstream Spur area, Detail of aerial image, 1943 (SN163-183-18 sourced from Retrolens NZ).

Figure 5 from archaeological report with the blue lines indicating the approximate extent of individual indigenous mature trees within the gullies surrounded by a lower canopy of juvenile trees and ferns.

- 9) As a layperson in regards to ecology, but with experience in using aerial photography images in my professional role as an engineer, it is evident to me that in the early 1940's the fragments of beech-kamahahi forest within the area to the south of the Spur land, in the gully areas adjacent Sylvan Way, were more-or less similar to the fragments of beech-kamahahi forest in the gully areas on the Spur. Although there is no debate between ecologists about the values of the vegetation adjacent Sylvan Way meeting the definition of a beech-kamahahi forest, it is unhelpful that broadly similar areas of similar vegetation immediately on the other side of the boundary with the Spur is subject to a divergent opinion between professional ecologists.
- 10) I participated in a layperson ecology field trip on 10 March 2024 that traversed two of the major gullies running from the ridge line of the Spur north towards Silver Stream Railway. A GPS track of our general route has been provided by my colleague Donald Skermen who also came on the fieldtrip which I have attached for reference, that shows the gullies we followed that can be matched with the 1940's aerial photographs. I separately went into the area of beech-kamahahi identified as a semicircular lozenge shape in Figure 1 of Dr Keesing's Statement of Rebuttal Evidence dated 15 March 2024 to inspect and record this area and obtained similar photo imagery of the area as shown in Plate 3 in Mr Goldwater's statement of evidence. As a volunteer, I was able to allow adequate planning and time to complete this field trip without "being on the clock" as a paid professional. This may have allowed the participants on the field trip to be more comprehensive in their traversing of the Spur than

the professional ecologists. Some of the areas in the gullies were 'pretty hairy' for amateur bush bashers to access, but we all gave it our best endeavours on the day.



11) These two gullies discharge perennial stream flows across Silver Stream Railway. The southern gully has a larger catchment area than the northern gully. The southern gully stream flows are culverted under the railway via a concrete box culvert. The northern gully discharges via original 1880's earthenware culvert pipes indicating the smaller catchment volume. During our field trip on 10 March 2024 (late summer, early autumn), ponding and surface water flows were evident along both gullies. The alluvial rock debris we saw in the base these gullies is witness to high volume and high velocity stream flows that must regularly pass through these gullies during wet months. An active landslide was crossed in the northern gully with water discharge and debris evident. Native wildlife including a small Koura was located in a stream pool in the northern gully. This wildlife is consistent with the aquatic ecology descriptions for the nearby Pinehaven Stream and tributaries contained in the UHCC / GWRC Pinehaven Stream Floodplain Management Plan (copy attached to this report for reference). Evidently these gullies on the Spur provide ecological habitats for native fish and insect species.

12) Vegetation observed (and tree trunk diameters measured at nominally 1.5m height above ground) within both the southern and northern gullies was consistent with the vegetation observed in the area of beech-kamahahi forest identified by Dr Keesing within the 'lozenge' shaped area he has identified as meeting SNA criteria. Mature beech trees with trunk diameters up to 4.0m were measured within the lozenge area identified by Dr Keesing.

Mature beech trees with trunk diameters ranging from 1.8m to 3.2m were measured within the two gully areas I inspected. Other tree species identified in the gullies include juvenile and mature totara (3.0m diameter) and mamaku 8m tall or greater. These mature beech trees within the deeply incised gullies were surrounded by groups of juvenile beech trees to 8m tall and treeferns. Generally, the gully areas were free of pine trees or any other pest plant species that were seen in the areas where pines had recently been cleared. Seedlings on the floor of the gullies were widespread. Evidence of ongoing mammalian pest trapping was observed along the gullies and in general areas across the Spur that were traversed. It is conjectured that this ongoing pest management in conjunction with the recent removal of deer from the Spur is allowing the growth of seedlings to occur more rapidly than in previous decades before pest management work was commenced and maintained. Our study of the gully areas concluded that while the base of the gully is in places narrow, the native vegetation in the gully extends across the base and up the sides to the point where it meets adjacent manuka or wilding pine dominated areas. The gully is not sparsely vegetated with a number of mature trees extending up both sides, and into any other side gullies that join into the main gully alignment.

- 13) Based on the observations from the field trip I participated in, I would recommend that the ecology of both of the gullies traversed should be considered to meet the threshold of any other area identified as a SNA on the Spur. I would also recommend consideration of including a linkage / buffer area between these two gullies (indicated within the blue outline), which is currently regenerating manuka, for the same reasons put forward by Mr Goldwater in his evidence. The inclusion of discrete areas of vegetation into a cohesive whole block would appear to a higher probability that the overall qualities of the area are enhanced over time through removal of wilding pines and management of pests within the SNA areas and the linkage /buffer areas.



Proposed extent of additional SSSNA zones (outlined in red) and additional linkage / connectivity buffering zone (outlined in blue).

- 14) I also draw the panel's attention to the recently released Wellington Regional Leadership Committee final version of its Future Development Strategy, which as expected, does not include the GTC Land (or "Southern Growth Area") or the Spur as a future development or future urban area. We consider this event indicates a lessening of any perceived requirement for future greenfield development on the ridge lines above Pinehaven.
- 15) I would further draw the panel's attention to the ongoing work by other land owners to remove pine trees on land adjoining the Spur (Silverstream Retreat and Silver Stream Railway) and by the Council on the Spur itself. The most recent pine tree removal at the western end of the Spur above Reynolds Bach Drive was carried out by the contractor with some care to preserve the mature black beech trees that were already growing in this location in the 1940's as they are visible on the aerial photos referred to. This area is now commencing a regeneration cycle back to native vegetation. It will be assisted by ongoing volunteer efforts to manage mammalian pests and wilding pine regrowth within this area.
- 16) The consensus by all parties whether for or against the road/infrastructure corridor is that there are some significant values on this land that meet the requirements of the Regional Policy Statement or National Policy Statement for Indigenous Biodiversity. The requirement for a road has been driven by a perceived need to allow for future housing to meet population growth, however evidence has shown that such growth can be easily and

comfortably be met without bisecting an area that all parties agree has ecological values that would be compromised and that there are adequate alternatives available for this company to access their land should they choose to pursue their plans for their development.

Relief Sought

I request the same relief from Council for this proposed plan change as per my previous submission:

- Zone the entire Silverstream Spur Pt Sec 1 SO34755 as Natural Open Space with no exceptions or exclusions to this zoning on any part of the land area;
- Remove any and all provisions for a road/transport and/or network utility infrastructure corridor on any part of the Silverstream Spur Pt Sec 1 SO34755.
- At the conclusion of the Plan Change 49 process, Upper Hutt City Council commence the process to designate the entire Silverstream Spur Pt Sec 1 SO34755 as a Reserve in accordance with the process outlined in the Reserves Act 1977, with the result being that the entire Spur becomes a reserve in perpetuity.
- Review and correct errors and short comings with the Significant Natural Areas identified in Appendix 3 figure 5 of the PC49 Section 32 report and undertake to ensure all of these area are incorporated in to the Silverstream Spur Significant Natural Area overlay. The definition of the extents of current SNA areas on the Spur should not limit the areas so tightly to preclude adjacent areas that are currently transitioning to this ecological classification. It is now clear that regeneration is occurring rapidly and the boundaries of the SNA areas are generally expanding over time from inside the gullies and over the remaining Spur topography.
- To formally put together a group of interested parties to oversee a future for the Spur that is sympathetic to its neighbours and allows the Spur to continue to mature into an outstanding ecological asset for Upper Hutt.

TRACKS FROM THE EASTERN HILLS, HUTT VALLEY TO WAINUIOMATA, ŌRONGORONGOS AND THE WAIRARAPA PRE 1860s

Introduction

This document is about tracks that went from the Hutt Valley to Wainuiomata, Ōrongorongos, Remutakas and the Wairarapa. This is before the roads were built when the Europeans started arriving in Wellington Region from the 1840s onwards.

The area for the purposes of this document covers is southwards from the SH2 road where it crosses the Remutaka Range. That is, SH2 road south to Turakirae Head covering the east side which is the Wairarapa and the west side which is Wellington.

The document is split into two parts.

The first part is about Maori Tracks.

The second part is about other tracks to and from Wainuiomata in use before the Wainuiomata Hill Road was built in 1860

For more history about the Māori naming and their association with the Hutt Valley see the book called The Great Harbour of Tara by G. Leslie Adkin.

Modern day named features are used.

Each track has its own map.

Table Of Contents

Introduction	1
Table Of Contents	2
Maori Tracks Information	3
Post 1840s Tracks Information	3
Kōnini Firebreak Track	4
Main Ridge / Hawtrey Track	5
Ngaumatau / Howard Road Track	6
Ngutu-ihe Track	7
Ōrongorongō River	8
Ōrongorongō Track.....	9
Pākūratahi / Remutaka To The Wairarapa Crossing Track	10
Parangarahu / Fitzroy Bay To The Wainuiomata River Track	11
Spooners Hill Track	12
Taitā Track	13
Te Rae-Akiaki / Pencarrow Track	14
Upper Fitzherbert Road Track	15
Wainui Centre Track	16
Wainuiomata River To The Wairarapa Track	17
Wainuiomata River Track	18
Wellington To The Wairarapa Coastal Track	19
Whakanui Track	20
Whiorau / Lowry Bay Track	21
Other Tracks To and From Wainuiomata In Use Before The Wainuiomata Hill Road Was Built In 1860	22
Gollans Track	22
Graces / Jacksons Track	23
Jacksons Track	24
Leightons Gully Track	25
Rossiter Avenue Track	26
Spooners Hill To Mohaka Street Area Track	27
Bibliography	28

Māori Tracks Information

Māori Tracks were named but this information has been lost.

The Māori Tracks were foot tracks that had years of wear and tear of single file groups moving from one point to another. Most tracks were used to access resources and to get from one settlement to another. Tracks were kept to leading spurs and ridges wherever possible so that the route passed through terrain where the bush was less dense due to shallower and drier soil conditions.

Wainuiomata and the Ōrongorongos was used by the Māori's for berry collection, bird hunting and fishing - that is a food resource area.

Quite a few of the tracks that are being used now were originally Māori Tracks.

A number of Māori Tracks since the 1950s have had earth works done to them meaning that traces of them have been lost. Also some have been upgraded to cater for recreational use.

The Wainuiomata Hill which is located on the Eastern Side of the Hutt Valley prior to the 1850s was known as Pukeatua – which means hill of the god. Puke means hill. Atua means god. The top ridge of the Wainuiomata Hill was once covered in the rātā tree which, in full bloom, made a crown of red on the top of the range.

There was a Māori settlement in the vicinity of William Jones Park and Village area in Wainuiomata. The name of this settlement is unknown.

Post 1840s Tracks Information

These tracks were foot / horse tracks. These were rough paths that were typically flattened by use rather than having been constructed by use. Some of these fell into disuse when a road was built so that it could take a cart and horse.

Benched track means it has a discernible shape as they were usually cut for pack horses. There will be a bank on the up hill side of the track.

Kōnini Firebreak Track

The track starts from 11 Brian Morgan Terrace, Wainuiomata and goes to the ECNZ Power Pylon Road. It is thought that it then goes to the Leightons Gully Track.

It is named after the fruit of the native fuchsia or the kotukutuku.

Source – *Personal Knowledge.*



Main Ridge / Hawtrey Track

The track starts from the top of the Wainuiomata Hill where the Point Howard Track meets the ridgeline. It then follows the ridgeline south above the eastern side of Wellington Harbour to Pencarrow Head / Te Rae-Akiaki. In the northern part prior to the road that goes from Camp Bay, Eastbourne to Gollans Valley, the tracks are named Main Ridge and Hawtrey. South of this, the track is un-named.

There was also access to the track from about 387 Muritai Road that went up Karaka Gully and followed the ridgeline to Pencarrow Head / Te Rae-Akiaki.

Hawtrey is named after Montague John Greg Hawtrey (1805 – 1886) who was of Trinity College, Cambridge, England. He was a friend and supporter of Edward Gibbon Wakefield (1796 – 1862) who was involved in the European settlement of New Zealand.

Main Ridge is a geographical term in that it is the prominent ridge and that it is long and narrow.

Source – *Eastbourne: A History of the Eastern Bays* by Ann Beaglehole.



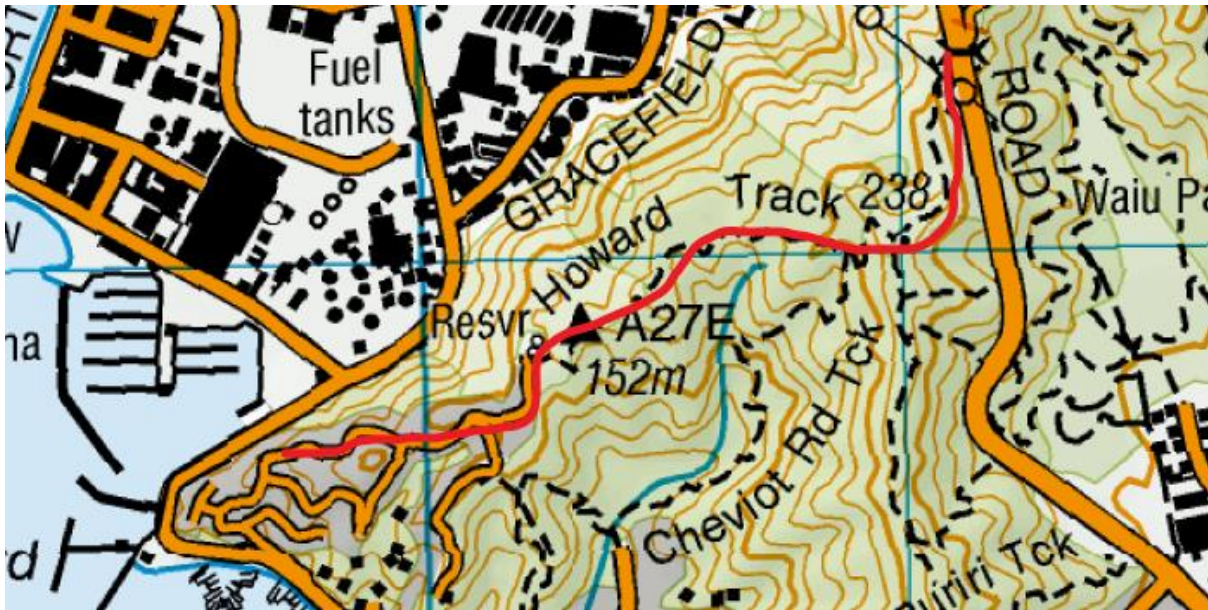
Ngaumatau / Howard Road Track

The track starts from 87 Howard Road, Lowry Bay and goes to the Main Ridge Track between Eastbourne and Wainuiomata. It was used by the early settlers going to and from Wainuiomata from the 1840s until the road was built over the Wainuiomata Hill Road in 1860. There was a Māori settlement called Ngaumatau located at about 3 Howard Road. Also James Jackson (1811 – 1846) and his wife Emma Jackson nee Ogden (1813 – 1888) had a house in Lowry Bay that was located on the ridge above Dillon Street.

Howard Road is named after Philip Henry Howard (1801 – 1883) who was a member of parliament in England and a committee member of the New Zealand Association.

Ngaumatau means a bite of the fish hook. Ngau means bite. Matau means fish hook.

Source – *The Land Barons Of Wainuiomata* by Gavin Wallace.



Ngutu-ihe Track

The track started from the Ngutu-ihe Māori settlement which was located on the north side of Tunnel Grove, Seaview, Hutt Valley and went to Waiū Street, Wainuiomata.

It means a beak of the garfish. Ngutu means beak. Ihe means garfish. It was a Māori settlement associated with the Ngāti-Ira tribal group.

Source – *Nicholas Beynon Map.*

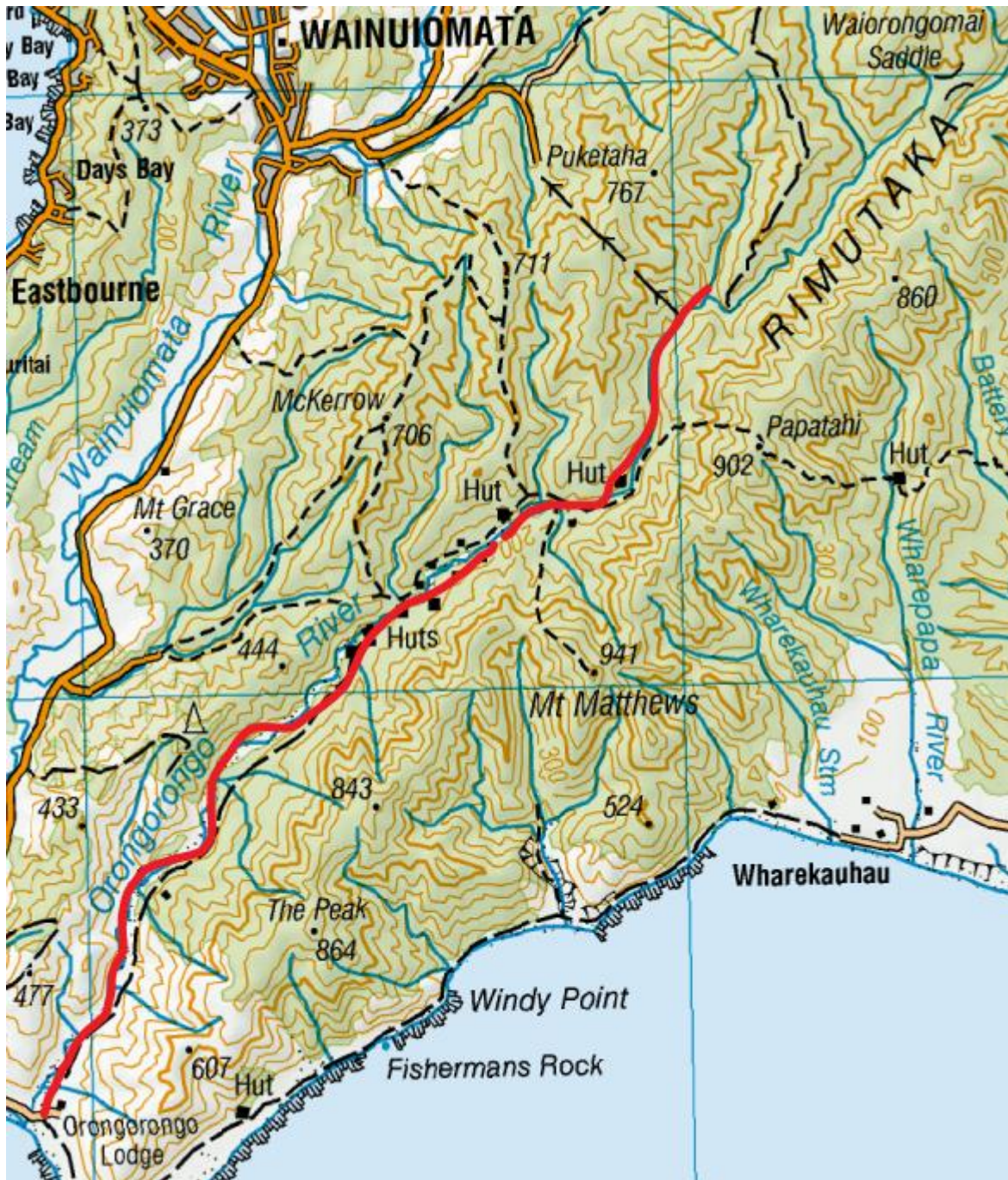


Ōrongorongo River

The track used the riverbed itself.

Ōrongorongo is named after the shortened version of Te Wai O Rongorongo – the waters of Rongorongo. Te means the. Wai means water. O means of. Rongorongo was the wife of Turi Kaihautu of the canoe Aotea. Also sister of Rongokako of the Tākitimu people of the Hawkes Bay area. Rongorongo is a female name. Also Orongo was an ancient deity of Hawaii, where it was known as Orongo. Rongo was the Māori god of agriculture, and father of the kumara.

Source – *A Chronology of the Tararua and Rimutaka Ranges* – 6th Edition by Ross Kerr.



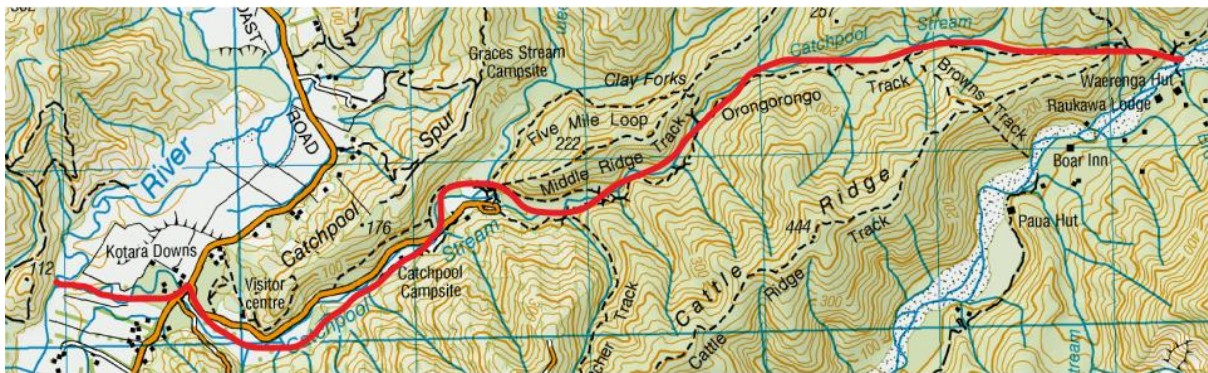
Ōrongorongo Track

The track starts in the Catchpool Valley, Wainuiomata and goes to the mouth of Turere Stream in the Ōrongorongo Valley.

Originally there was a track called The Five Mile as it was 5 miles long from where it started from about 925 Coast Road, Wainuiomata and went along Thistle Stream and then Catchpool Stream. It then went to the mouth of Turere Stream in the Ōrongorongo Valley. This was replaced in 1981 by another track called the Ōrongorongo Track that started from the Catchpool Valley Road Carpark.

Ōrongorongo is named after a shortened version of Te Wai O Rongorongo – the waters of Rongorongo. Te means the. Wai means water. O means of. Rongorongo was the wife of Turi Kaihautu of the canoe Aotea. Also sister of Rongokako of the Tākitimu people of the Hawkes Bay area. Rongorongo is a female name. Also Orongo was an ancient deity of Hawaii, where it was known as Orongo. Rongo was the Māori god of agriculture, and father of the kumara.

Source – *Department of Conservation.*



Pākuratahi / Remutaka To The Wairarapa Crossing Track

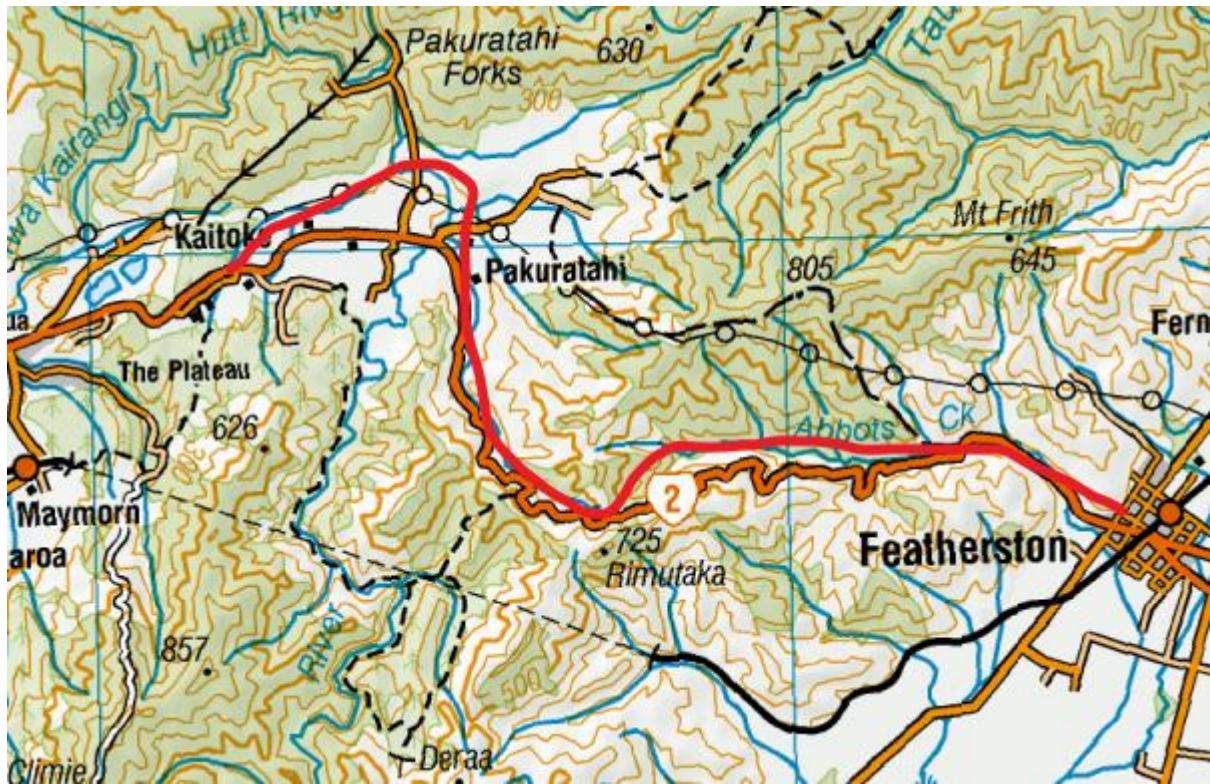
The track followed Pākuratahi Stream, then along Remutaka Stream, over the saddle where the road is, then along Abbots Stream reaching the Wairarapa.

Pākuratahi means first swamp hen. Pākura means swamp hen which is also known as the native bird pūkeko. Tahi means first.

Remutaka means edge of his cape touching the ground on that spot. Remu means edge. Taka means ground. Also a noted iwi ancestor Haunui-a-Nanaia of the Kurahaupō people from the Hawkes Bay area was resting or sitting on the pass, while looking over Wairarapa when he first saw these ranges. It was named as part of his journey of discovery across the southern North Island. In 2017 the name changed from Rimutaka to Remutaka.

Wairarapa means glistening waters. Wai means water. Rararapa means glistening.

Source – *A Chronology of the Tararua and Rimutaka Ranges – 6th Edition* by Ross Kerr.



Parangarahu / Fitzroy Bay To The Wainuiomata River Track

The track starts from the Māori settlement at Parangarahu in Fitzroy Bay and goes to the Lighthouse Bridge along the Wainuiomata River. The lower Wainuiomata Valley pre 1860s was a cultivation area. There were also eel ponds in the river. It was used to bypass going around Barring Head / Ōrua–Pouanui. Also to cross the Wainuiomata River here as it is safer than at the mouth of the river.

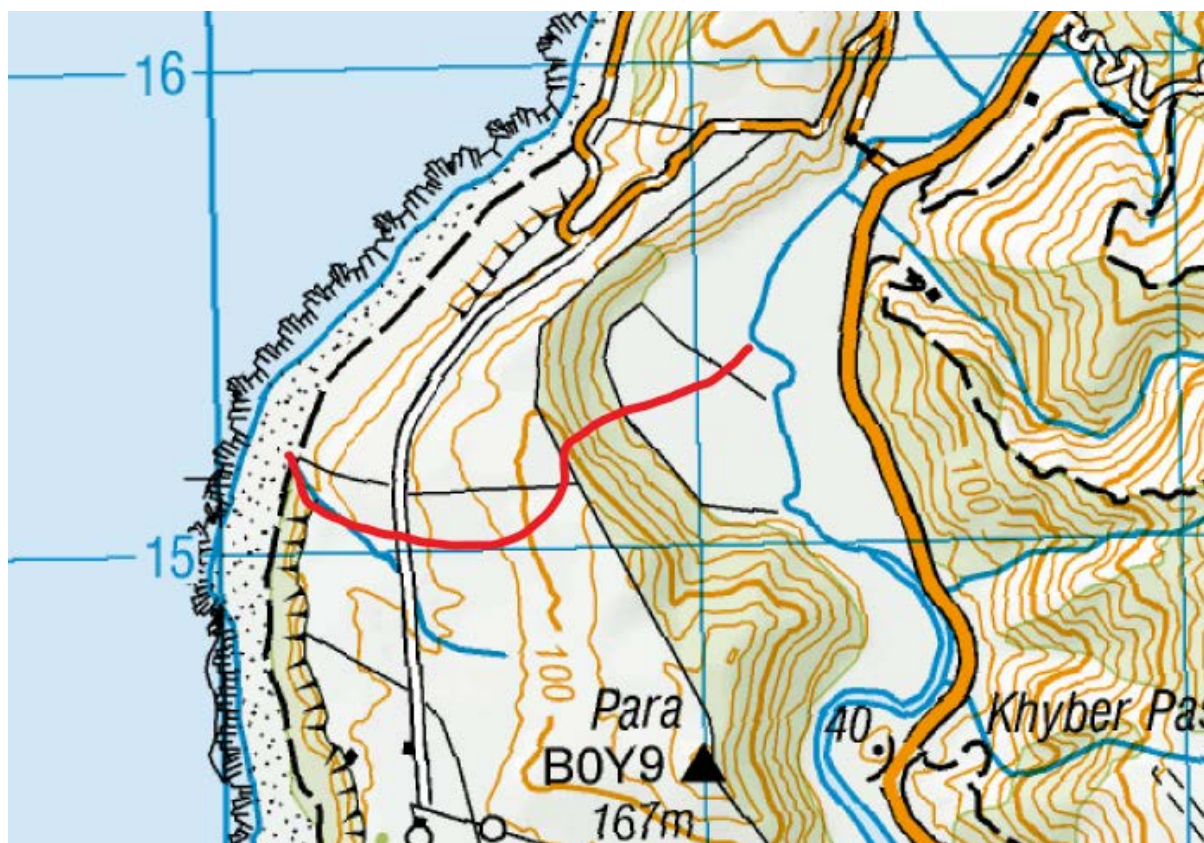
Fitzroy Bay is named after Robert Fitzroy (1805 – 1865) who was a Governor General of New Zealand from 1843 to 1845. He was also the captain on the ship Beagle with Charles Robert Darwin (1809 – 1882).

Ōrua–Pouanui means of the place of the den or retreat of Pouanui. O means of. Rua means place. Pouanui is a name of a person.

Parangarahu means the fern baskets. Para means fern. Nga means the. Rahu means basket.

Wainuiomata is named after the big water or stream of Mata. Wai means water. Nui means big. O means of. Mata refers to a woman's name Roimata. This is an official version. The origins of the word are disputed and there are other translations.

Source – *Orua–Poua–Nui – Baring Head Cultural Values Report by Raukara Consultants.*



Spooners Hill Track

The track starts from 33 Parkway, Wainuiomata and goes to the ECNZ (Electricity Corporation of New Zealand) Power Pylon Road. Quite where it went after getting to the ECNZ Power Pylon Road is unknown. However it is thought that it went to Ngutu-ihe Māori settlement which was located on the north side of Tunnel Grove, Seaview, Hutt Valley.

It is named after an implement consisting of a small, shallow oval or round bowl on a long handle, used for eating, stirring, and serving food. The area is shaped like a upside down spoon so hence its name.

Source – *Wellington Regional Trails*.

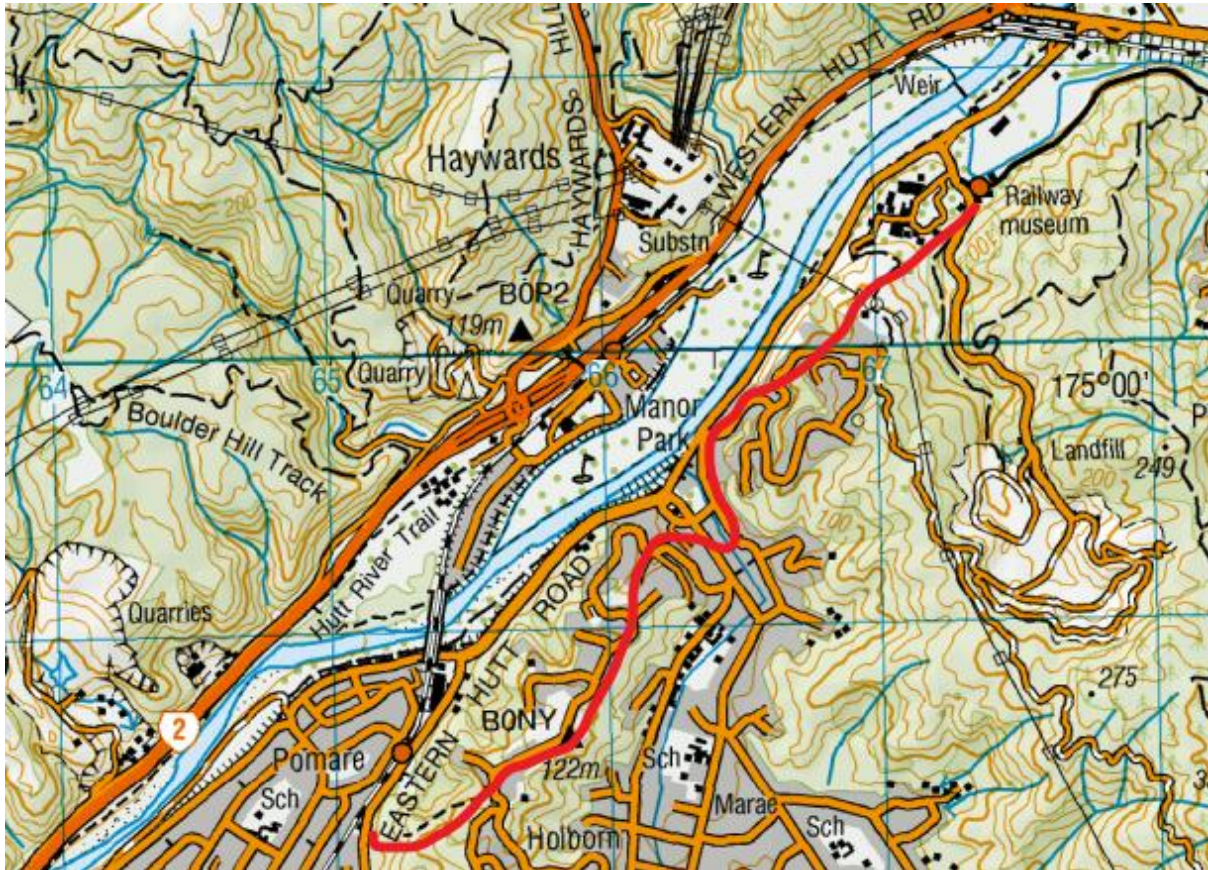


Taitā Track

The track started from about 198 Eastern Hutt Road, Taitā, Hutt Valley. It then went up the ridge, then down into Stokes Valley along the ridge in what is now Holborn Drive. Once on the flat it was a semi-circular curve crossing the Stokes Valley Creek to what is now Thomas Street. Then it climbed the hill along what is now Manor Drive and then came out at the Silverstream Railway at Reynolds Bach Drive, Upper Hutt. The track fell into disuse when the road was constructed through the Taitā Gorge in 1847.

It means an accumulation of logs or driftwood. This occurred just south of the Taitā Gorge area where logs that came down in floods accumulated in a certain corner.

Source – *Stokes Valley Through the Years* by Milton and Poppy Watts.



Te Rae–Akiaki / Pencarrow Head Track

The tracks starts from the Pencarrow Coast Road / The Great Harbour Way / Te Aranui O Pōneke just north of the headland. It goes up to the ridge and then down to the west side of the mouth of Lake Kohangapiripiri. It is also known as the Lighthouse Track. It was used to bypass the headland itself as the sea used to be at the base of the cliffs. After the 1855 earthquake the land was raised in the area. Also a road has been constructed around the headland.

Pencarrow means a head of the valley or high fort. It is from the Cornwall, England residence of Sir William Molesworth (1810 – 1855) who was a director of the New Zealand Company. He was also a member of parliament in England.

Te Rae–Akiaki means the headland where the sea dashes up or pounds. Te means the. Rae means headland. Akiaki means dash.

Source – *Personal Knowledge.*

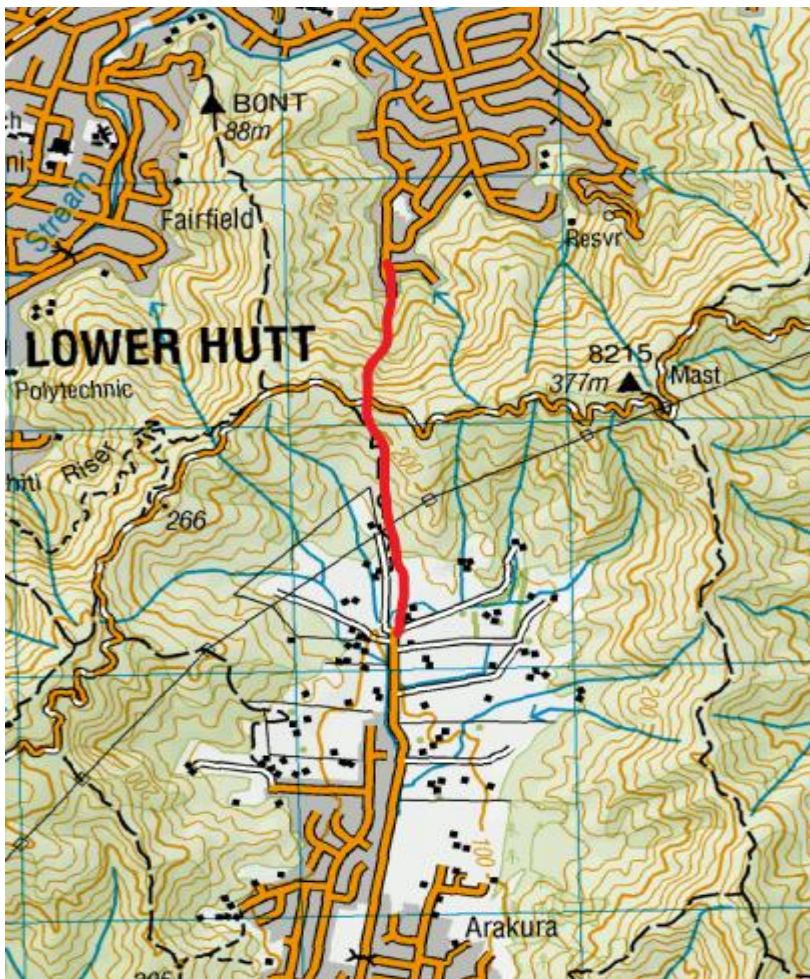


Upper Fitzherbert Road Track

The track started from Seddon Street / Wilcox Grove, Naenae, Hutt Valley and went to Upper Fitzherbert Road, Wainuiomata. Also the Rau-Mānuka land block in Naenae, Hutt Valley was located here. Te Mako Māori settlement that was located in Naenae, Hutt Valley at the foot of the hills in vicinity of Summit Road, Hutt Valley. So the Summit Road Track would probably have been better as this is along a ridgeline.

It is named after William Fitzherbert (1810 – 1891) who was a member of parliament who represented the Hutt electorate in the 19th century. He also owned substantial areas of land in Wainuiomata in what is now Fitzherbert Road to Upper Fitzherbert Road area.

Source – *Nicholas Beynon Map.*

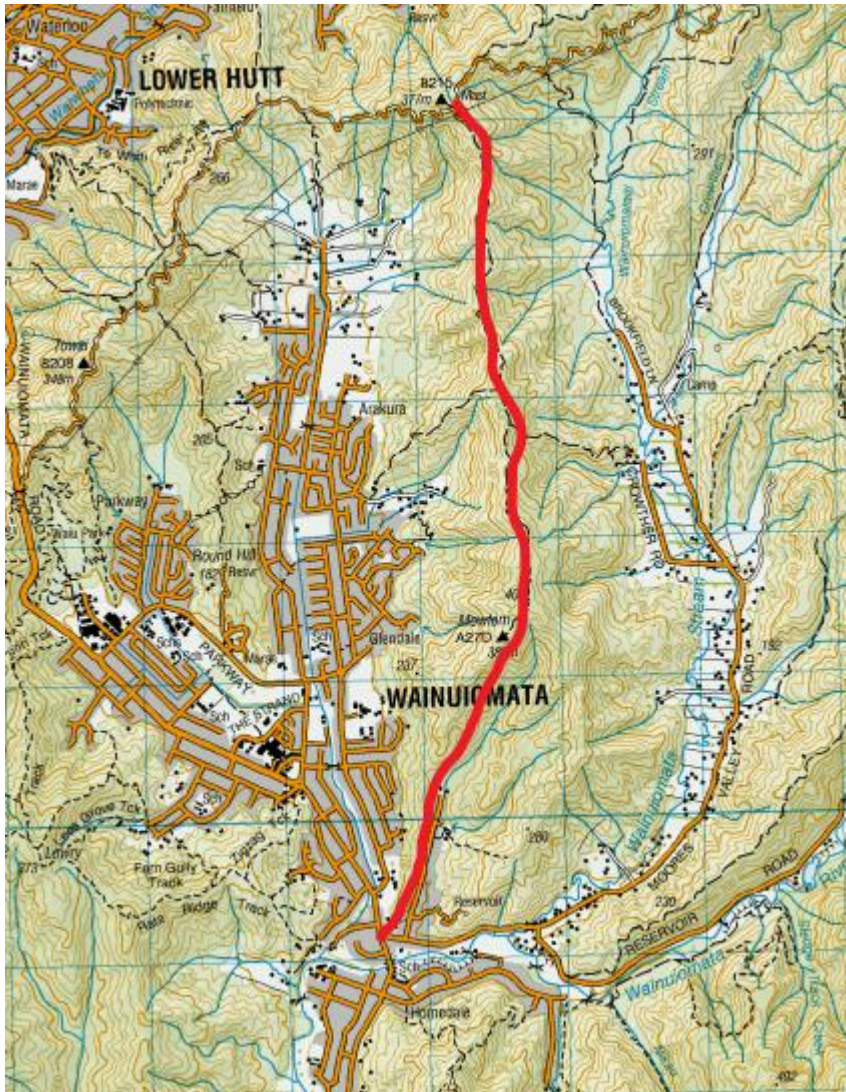


Wainui Centre Track

The track is between Moores Valley and the main Wainuiomata Valley. This track goes to the Māori settlement that was located at William Jones Park / Village area, Wainuiomata. The Māori people used ridgelines to travel between places.

It is named after that the track is in the middle of Wainuiomata. That is between Moores Valley and the main Wainuiomata Valley. Wainui is the shortened version of Wainuiomata.

Source – *Personal Knowledge.*



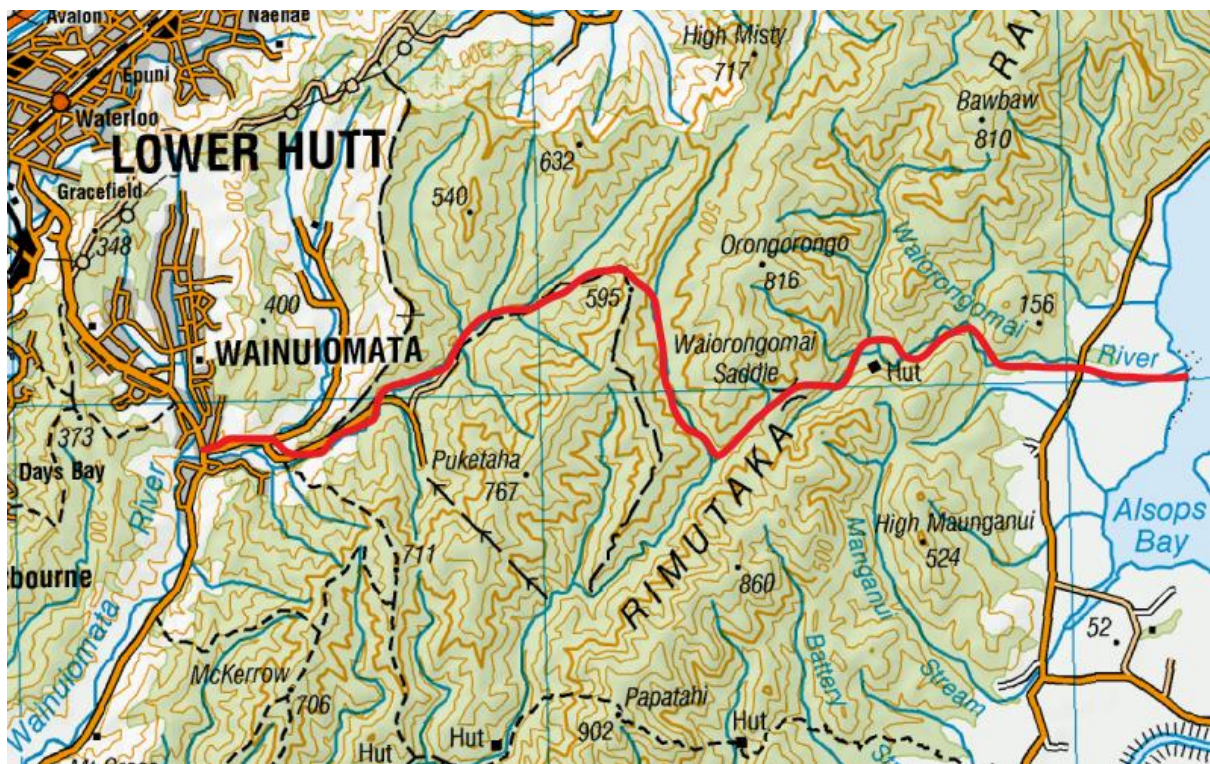
Wainuiomata River To The Wairarapa Track

The track started from what is now the Homedale / Village area, Wainuiomata and went up Reservoir Valley following the Wainuiomata River. Then it went up the Wainuiomata River East Branch, then crossed over the ridge to the Ōrongorongo River near the head of the valley. Then it went downstream a bit. It then went up another stream and then over the Waiorongomai Saddle. It then went along the Oreore Stream until it reached the Waiorongomai River. Once there it followed the river downstream until it reached the Wairarapa area.

Wainuiomata is named after the big water or stream of Mata. Wai means water. Nui means big. O means of. Mata refers to a woman's name Roimata. This is an official version. The origins of the word are disputed and there are other translations.

Wairarapa means glistening waters. Wai means water. Rararapa means glistening.

Source – *Nicholas Beynon Map.*

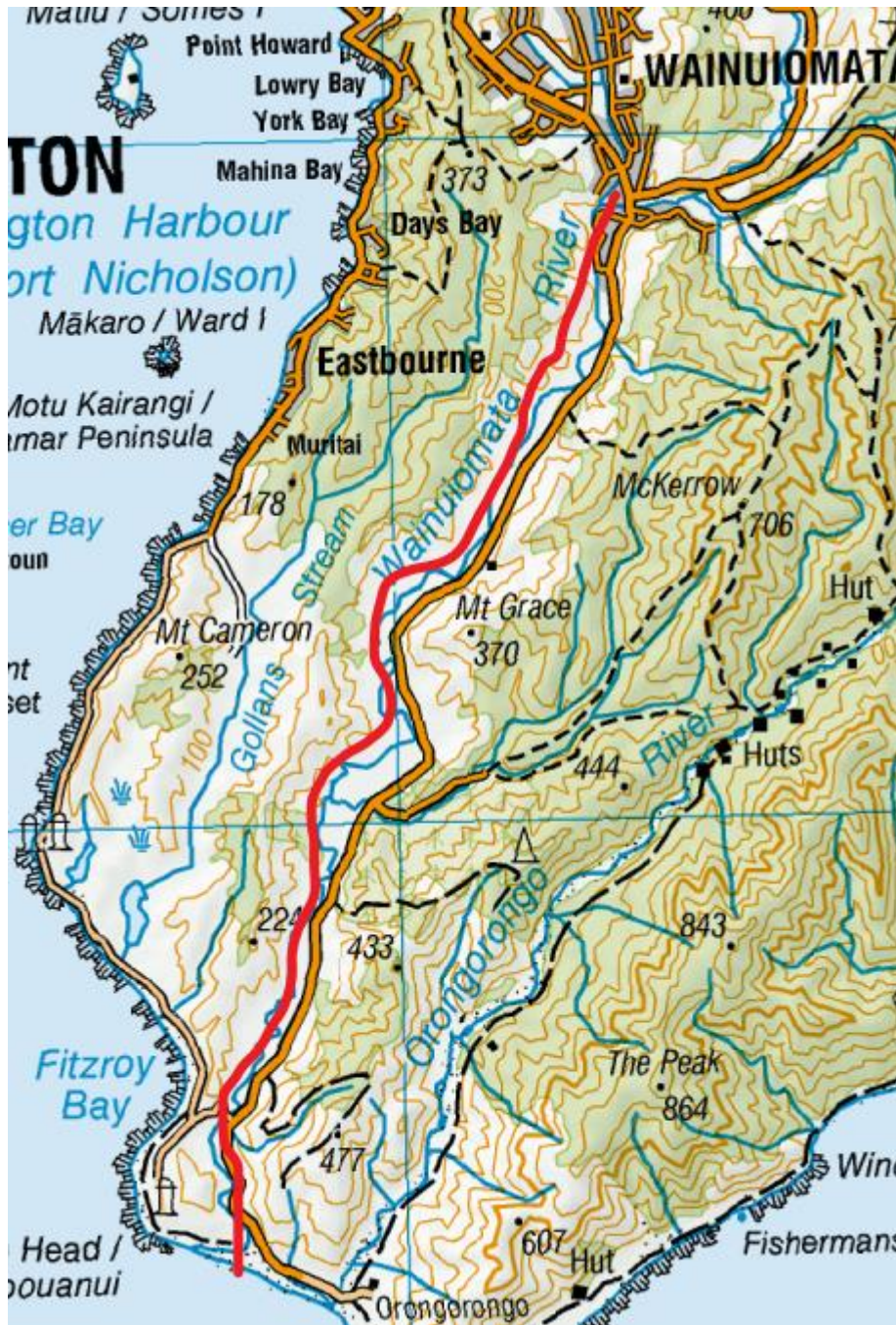


Wainuiomata River Track

The track started from what is now the Homedale / Village area, Wainuiomata and went down the west side of the Wainuiomata River. Hence this is why these houses being Willowbank – Burdans, Hermitage – Graces, and Richard Prouse’s were built on this side of the river in the 1850s. This is because it was thought the road would go down that side of the Wainuiomata River valley but instead in the 1860s and afterwards it went down the east side of the river.

Wainuiomata is named after the big water or stream of Mata. Wai means water. Nui means big. O means of. Mata refers to a woman's name Roimata. This is an official version. The origins of the word are disputed and there are other translations.

Source – *Tales From The Swamp* by Vicky Alexander.



Wellington To The Wairarapa Coastal Track

The track went along the coast from Petone to the Southern Wairarapa via Pencarrow Head, Fitzroy Bay, Baring Head / Ōrua–Pouanui, Ōrongorongo Coast, Turakirae Head and then to Southern Wairarapa. It was along the beach, and at times access was restricted by the tides like at places like Point Howard and Mukamuka Point. The 1855 earthquake raised the land along the foreshore. The Pencarrow Coast Road is also known as The Great Harbour Way / Te Aranui O Pōneke. William Colenso (1811 – 1899) made a few journeys along here in the 1840s. Also people droving sheep and cattle to the Wairarapa from Wellington came along this route.

Source – *Mr Colenso’s Wairarapa – Twelve Journeys 1843 – 1852* by Ian St George.



Whakanui Track

The track starts from the mouth of the Whakanui Creek that feeds into the Ōrongorongo River and goes to Sunny Grove or the Hine Road Recreation Reserve in Wainuiomata. Prior to 1982 at the top the range between the Ōrongorongo and Wainuiomata Valleys, the track went down a ridge to Nikau Creek and came out at the Hine Road Recreation Reserve.

It is named after towards in the direction where there is big decision to be made. That is, should you go up the hill over the ranges or continue up or down the river valley using existing tracks. Whaka means towards in the direction. Nui means big.

Source – *Personal Knowledge.*



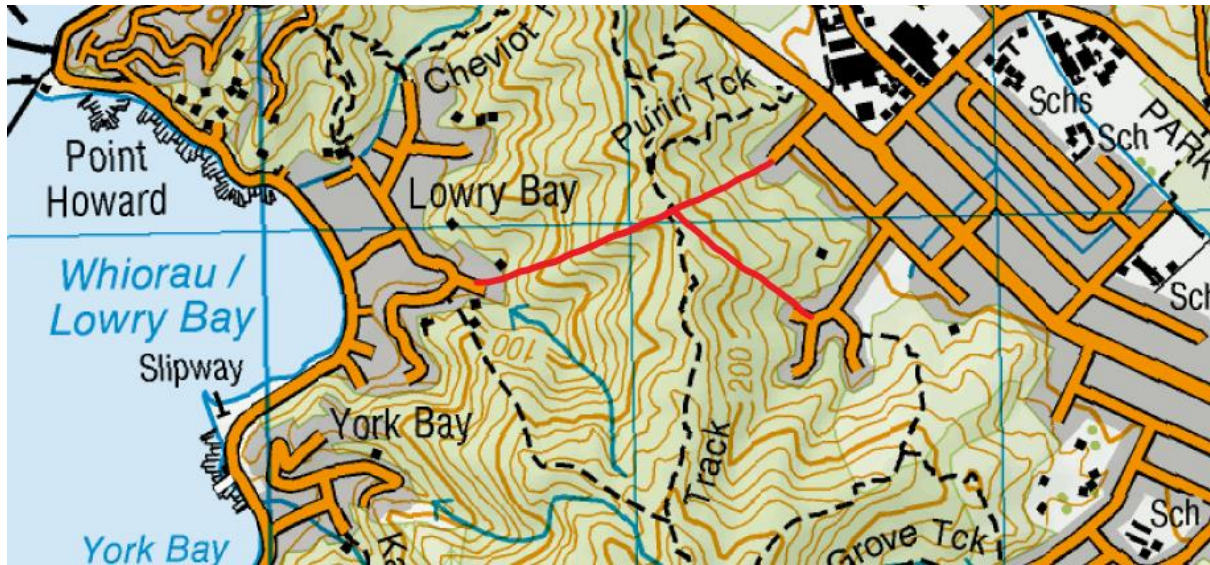
Whiorau / Lowry Bay Track

The track started from the Whiorau Māori settlement which was located about where Francis Bell Grove, Lowry Bay is, and this went to Kowhai Street or Puriri Street in Wainuiomata.

Lowry Bay is named after Richard Jennings Lowry (1816 – 1840) was a First Mate on the Tory, the New Zealand Company Survey ship, which anchored in Wellington Harbour in 1839.

Whiorau is named after a place of many whio. Whio is a native blue-grey duck with a pale pink bill. Rau means many.

Source – *Nicholas Beynon Map.*



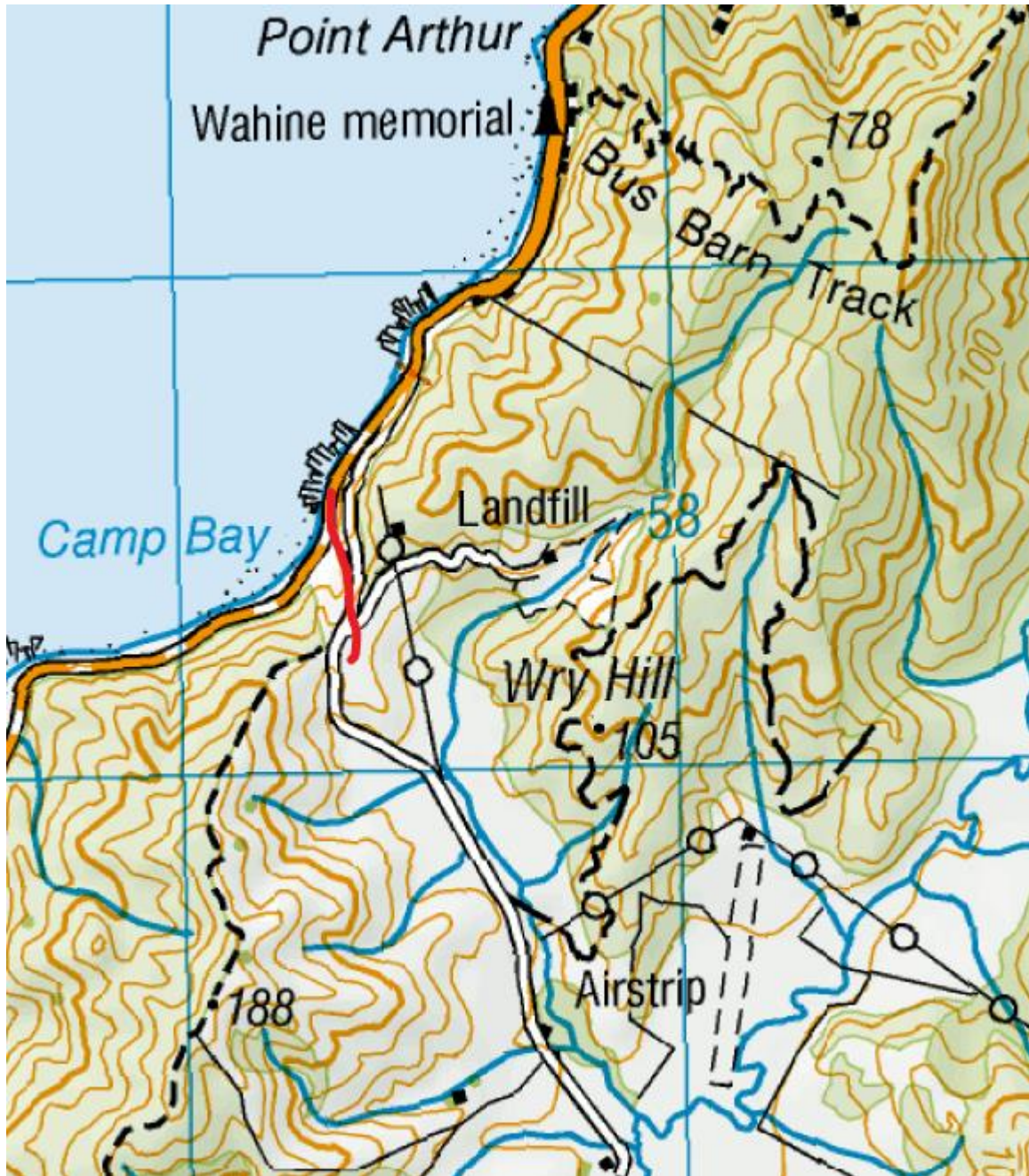
Other Tracks To and From Wainuiomata In Use Before The Wainuiomata Hill Road Was Built In 1860

Gollans Track

The track was slightly south of the now Gollans Valley Road that goes from Camp Bay to Gollans Valley. The track dates from the 1840s. The road was constructed in the late 1870s.

It is named after Donald Matheson Gollan (1811 – 1887) who was a New Zealand Company official in the 1840s.

Source – *Okiwi – European Occupation of the Eastern Bays, Port Nicholson* by A. G. Bagnall.



Graces / Jacksons Track

The track started from the north part of Jacksons Farm at 726 / 728 Coast Road, Wainuiomata and went to where the houses are located at Gollans Valley. John Prouse (1857 – 1930) recalls using a track in the area in the 19th century. The track dates from the 1850s.

Graces Track is named after John Charles Grace (1807 – 1886) who was a 19th century settler in Wainuiomata.

Jacksons Track is named after Charles Welby Jackson (1840 – 1926) who was a 19th century settler in Wainuiomata. He married Elizabeth Grace (1842 – 1926) whose father John Grace and family originally developed this area along the Coast Road.

Source – *Tales From The Swamp* by Vicky Alexander.

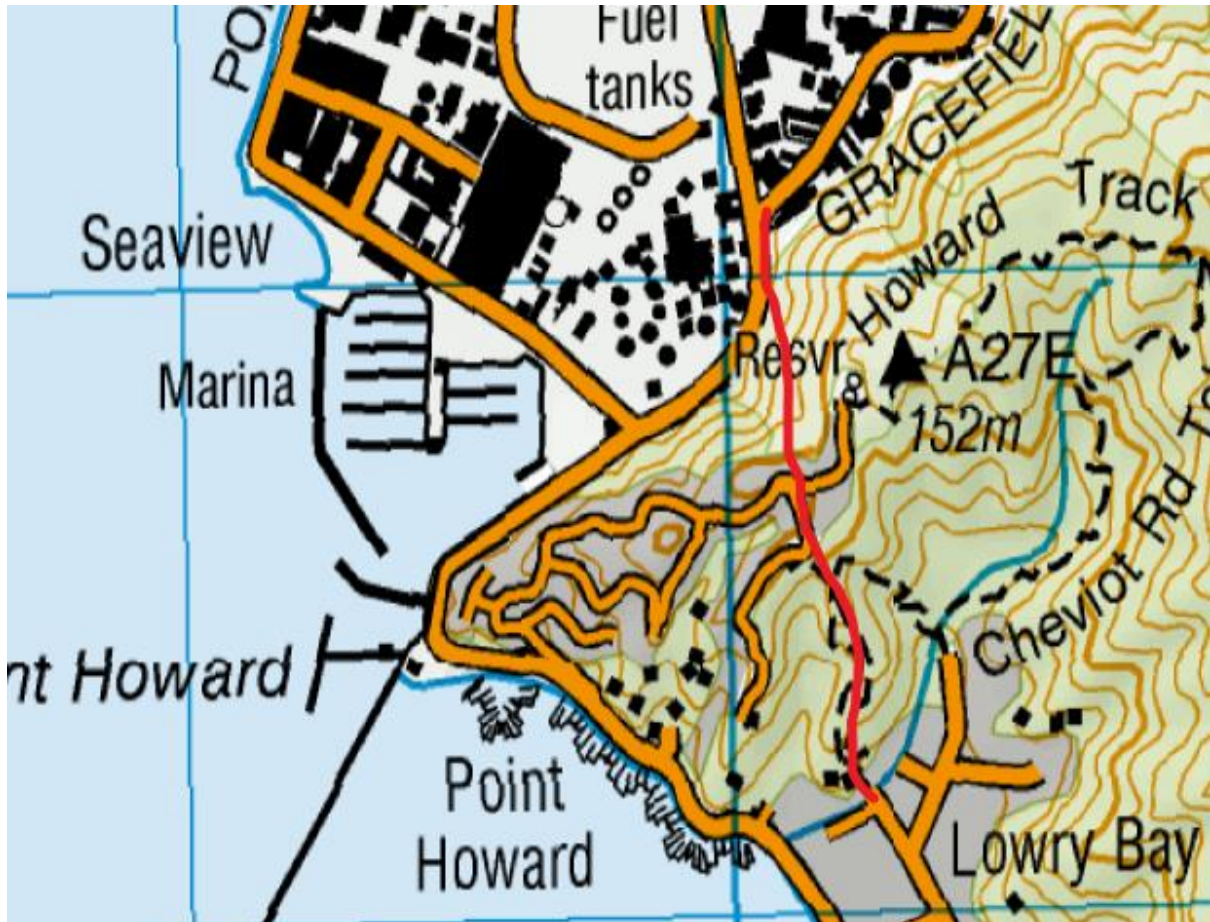


Jacksons Track

The track started from the Dillon Street area, Lowry Bay and went to Gracefield Road / Seaview Road, Hutt Valley. It went over the hill in the vicinity of where Ngaumatau Road meets Howard Road, Lowry Bay. After the 1855 earthquake the land was raised significantly so that wheeled vehicles could go around Port Howard. The track on the Seaview Road side has been removed due to quarrying. The track dates from the early 1840s.

It is named after James Jackson (1811 – 1846) and his wife Emma Jackson nee Ogden (1813 – 1888).

Source – *Hutt City Library*.



Leightons Gully Track

The track starts from the Griffins Ridge Track in the Haywards Eastern Hills Scenic Reserve, Hutt Valley and goes to the ECNZ Power Pylon Road on the ridge between the Hutt Valley and Wainuiomata. Also there is access from one of the gullies on the Lower Hutt side of the Wainuiomata Hill Road going up. It is a benched track. It is now more widely known as the Morepork Track. Quite where the track went after getting to the ECNZ Power Pylon Road is unknown. However it is thought that the track went along the Konini Firebreak Track or towards the Spooners Hill Track in Wainuiomata. The track dates from the 1840s.

It is named after Herbert Ernest Leighton (1869 – 1945) who was an auctioneer and land agent that lived on the south side of Whites Line, Hutt Valley from the 1890s. The name prior to Herbert owing the land is unknown.

Source – *Friends of the Waiwhetu's Haywards Scenic Reserve.*



Rossiter Avenue Track

The track started at the foothill of the street which now is occupied by the Open Polytechnic of New Zealand, Hutt Valley. It is presumed to be a benched track. It is thought that it followed the ridgeline where the TCI (Technical Correspondence Institute) Firebreak used to be. At the top on the ridge it overlooks the Upper Fitzherbert Road area in Wainuiomata. But quite where the track went to in Wainuiomata is unknown. It was in use in 1845 but when the Wainuiomata Hill Road opened in 1860 it fell into disuse. Rossiter Avenue was called Windrums Lane in the late 19th century before it was renamed. The name Rossiter Avenue existed from the 1900s onwards. The name prior to the 1900s is unknown.

The origin of the name Rossiter Avenue is unknown. However it might be named after Thomas Rossiter (1800 – 1875) who was a whaler in the Marlborough Sounds in the 1830s.

Source – *Lance Hall Map*.



Spooners Hill To Mohaka Street Area Track

Remnants of a benched track about halfway along Spooners Hill Track heading towards Mohaka Street, Parkway, Wainuiomata. The track dates from after the 1850s.

Spooners Hill is named after an implement consisting of a small, shallow oval or round bowl on a long handle, used for eating, stirring, and serving food. The area is shaped like a upside down spoon so hence its name.

Mohaka is named after a place for a dance. Mo means a place. Haka means dance.

Source – *Personal Knowledge and Tales From The Swamp* by Vicky Alexander.



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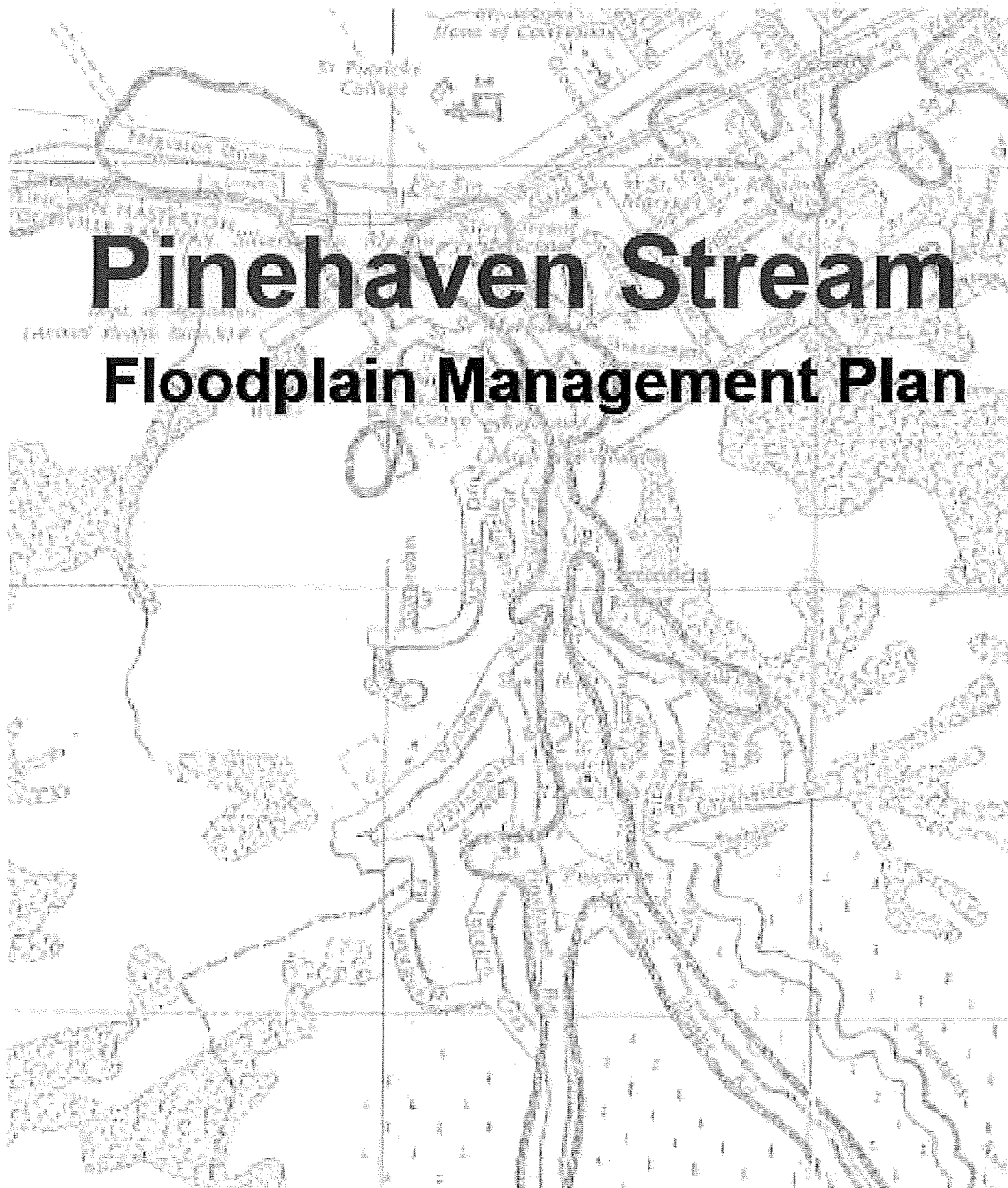
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Compiled by Jeremy Foster, June 2021.
Revised: 22 July 2021.

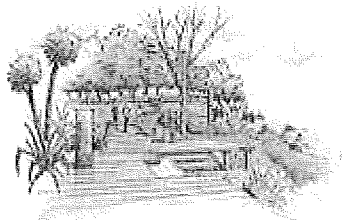
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Pinehaven Stream

Floodplain Management Plan



5.5 Natural Environment

The Pinehaven catchment lies within the Eastern hills of the Hutt Valley. It comprises of a variety of land forms and land use types, and is home to a number of differing habitats. The community of Pinehaven is proud of the natural character of the area, and it is one of the key features identified by residents as a reason that they choose to live in the area.

5.5.1 Aquatic Ecology

Pinehaven Stream and its tributaries are a habitat for a number of fish and insect species. Freshwater surveys in 2015 found Shortfin eels, longfin eel, freshwater crayfish, and common bully. In addition Giant kokopu also have been found in the past. A range of aquatic insect species were also found in the surveys including mayflies, stoneflies and caddisflies. A wide range of species, including those that are sensitive to pollution, is considered to reflect a stream with favourable water quality.



Figure 14: freshwater crayfish found in the recent stream survey

Native fish prefer slow moving water, pools and riffles to migrate through the stream whilst insects require open flight paths to fly upstream to lay eggs. The long culverted sections of the stream are likely to be an impediment to migratory species and may be reducing the diversity of species living in this area.

5.5.2 Riparian Margins

The riparian margin in much of Pinehaven Stream is modified and generally no wider than 10m in most of the lower catchment. Tree species present in the riparian margin are generally mature and help shade the stream.

The lower part of the Pinehaven stream between bypass culverts and the junction between Bluemountains Road and Pinehaven Road is formed from a combination of engineered but natural banks and lined sections of the stream. Those areas which are lined vary from vertical concrete sides, to gabions, wooden retaining walls and stepped retaining walls.

The current banks contain a number of mature tree species which provide shading to the stream apart from the area immediately adjacent to the bypass culvert.

The stream character changes from the junction of Bluemountains Road and Pinehaven Road. This section of the stream contains a greater number of mature native species and has retained a more natural stream channel form with increased shading until it reaches Pinehaven Reserve where the stream has some concrete retaining.

Pinehaven reserve has limited riparian planting and almost no shaded stream sections before the stream is piped.

The upper catchment of the stream has retained a more natural character. However in this area the stream runs through private property, and in some instances erosion protection works and bridging structures have been built without consideration of impacts on preserving the natural channel of the stream. However in general the quantity of stream shading is high.

5.5.3 Terrestrial Ecology

Vegetation in the Pinehaven Catchment differs between the upper and lower catchment. The upper catchment is dominated by pine forest, however this includes both a native understorey as well a number of exotic weed species. The Pinehaven Hills are also home to Wi Tako scenic reserve - a diverse mix of mature lowland podocarp and beech forest. Monitoring has shown that the reserve supports a high diversity of native bird species: visits by rifleman, kakariki, tomtit, ruru and whitehead are common.

The lower catchment is more modified and vegetation is more limited. Within the flood hazard zones there are several parks including Willow Park and Pinehaven Reserve. Vegetation in the lower catchment is a mix of natives and exotic plant species. Among the native species, stands of black beech are notable. Exotic species such as willows are also common around the stream. Although the lower catchment is highly modified it continues to provide an ecological link between the upper catchment and the Hutt River.

5.5.1 Avian habitat

The range of tree species in the catchment provides food source for a wide variety of bird species. Native species recently observed include tui, silvereye, kereru (New Zealand Pigeon), and grey warbler. Exotic species observed included blackbird and starlings as well as eastern rosella and chaffinch.



Figure 15: tui observed during avian survey

5.5.4 Land Use

The range of land uses in the Pinehaven Catchment is shown in the Upper Hutt District Plan.

The upper catchment, with its extensive pine plantations is largely zoned as 'rural hill' or 'open space', with small areas of 'residential hill' and 'rural lifestyle'.

In the lower catchment, a mix of more urban land uses are found including 'residential', 'residential conservation', 'business commercial' and 'business industrial'. Dotted among this are a number of small areas designated as parks, community buildings, or schools.

5.6 Identified flood risk

Flood hazard zone maps have been developed based on the 1%AEP/ 1 in 100 year return period flood event. These maps also include an erosion hazard setback. The flood hazard zone maps are shown in Appendix D.

The flood hazard maps allow the community to see where the higher risk areas are in the catchment. This can help improve the community's preparedness for flood, as they know which areas to avoid.

The land uses appropriate to each flood hazard category will vary. For example, buildings and services that may be required in an emergency, e.g. hospitals, schools, community halls, and police and fire stations (vital services), should not be sited in flood-prone land. Other developments and land uses may be compatible with particular flood hazards.