

OIR: 2324/687

19 October 2023

[REDACTED]  
[REDACTED]  
[REDACTED]

Tēnā koe [REDACTED]

**Request for Information under the Local Government Official Information and Meetings Act 1987 (the Act) (the LGOIMA)**

Thank you for your email of **28 September 2023** requesting the following information:

[REDACTED]  
[REDACTED]

*I'm not sure who to contact at Kāpiti Coast District Council, but am enquiring if there are any heritage reports for the railway related items at Paekākāriki that are held by KCDC? Particularly:*

*A24 Paekākāriki Railway Station and Yard Historic Area.*

*B22 Paekākāriki Railway Yard Water Vats x 2.*

*B23 Paekākāriki Railway Station Goods Shed (old rail-air shed).*

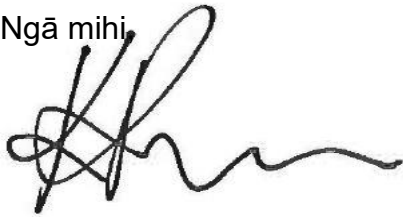
*Please note that any information provided in response to your request may be published on the Council website, with your personal details removed.*

***I have a copy of the relevant Heritage New Zealand registration reports, so am looking for any reports that were commissioned by Council. For example, it would be useful to have copies of any KCDC heritage inventory reports, or reports that formed part of the s32 analysis when the items were added to the district plan?***

We have attached the following documents in response to your question:

- Historic Places Register – Goods Shed
- Historic Places Register – Paekākāriki Railway Station
- Historic Places Register – Water Vats (x2)
- Nomination for Historic Heritage Features

Ngā mihi,

A handwritten signature in black ink, appearing to read 'Kris Pervan', with a stylized, flowing script.

**Kris Pervan**

Group Manager Strategy and Growth  
Te Kaihautū Rautaki me te Tupu

no info  
yet

## B23: GOODS SHED



## Heritage Register - Historic Buildings

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- B23** - Goods Shed (Old Rail-Air Shed)  
- State Highway 1, Paekakariki



Photographs Taken: 12/11/98



# Paekakariki Railway Station

Main Rd, PAEKAKARIKI

Register Number: 4959

Registration Type: Historic Place - Category II

Region: Wellington-Wairarapa Region

Date Registered: 29/11/85



City/District Kapiti Coast District Council  
Council:

**Brief History:** The present Paekakariki Railway Station, built in 1909, is the second railway station to be built for the town. The first station was built for the Wellington and Manawatu Railway Company in around 1886. Following the government acquisition of the company in 1908, the Railways Department decided to replace the first station with a new building. The plan was based on a design of work of George Alexander Troup (1863-1941), chief architect of New Zealand Railways, and later Mayor of Wellington (1927-1931). The plan was approved early in 1909 and the building completed by 1910. Other facilities were also added at this time including a goods shed, foot-warmer shed and a new signalling system. (See Paekakariki Signal Box, Historic Place, Category I.) In 1910 a ladies waiting room, lobby, booking, luggage, and storeroom were added. By the end of 1940 the doubling of the track as far as Paekakariki had been completed and the line electrified. In 1943 traffic to the station increased with the arrival of American troops who were stationed nearby at MacKay's Crossing. In 1957 the building was remodelled inside. Since 1972 the station and yard has been the base of the railway society Steam Incorporated. The society is dedicated to restoring ex-New Zealand Government Railways locomotives and rolling stock for mainline operation.

The station is a narrow building with almost identical track facades. It has a low-pitched corrugated roof and rusticated weatherboard cladding. Verandahs run almost the entire length of the main elevations. Sash-windows (now boarded up) and four-panelled doors are situated along each elevation. Internally the building has been much altered.

The Paekakariki Station is a fine example of an island station and one of the oldest extant. Its significance is also enhanced by its location within one of New Zealand's best collections of railway station structures.

**Former Uses:** Transport - Railway station/ platform/ refreshment room

**Construction Dates:** Original Construction: 1910

Addition - Addition of a ladies waiting room, lobby, booking, luggage, and storeroom: 1910

Other - Station remodelled inside: 1957

**Construction Professionals:** Troup, George Alexander - Architect

**Entry Written By:** Helen McCracken

**Entry Completed:** 22/11/01

**Information Sources:** K. R. Cassells, *Uncommon Carrier, the history of the Wellington and Manawatu Railway Co. 1882-1908*, Wellington, 1994  
Geoffrey B. Churchman and Tony Hurst, *'The Railways of New Zealand, a journey through history'*, Auckland, 1990  
J. D. Mahoney, *Down at the Station: A Study of the New Zealand Railway Station*, Palmerston North, 1987

Information on this page is correct to the best of the Trust's knowledge. If you have any additional information you would like to share with the Trust, please [click here](#). You may wish to contact the Trust to view our paper records.

## **B20: PAEKAKARIKI RAILWAY STATION**







## Heritage Register - Historic Buildings

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**B20 - Paekakariki Railway Station**  
**- Main Rd, Paekakariki**



Photograph Taken: 06/06/98



# RAIL HERITAGE TRUST OF NEW ZEALAND

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C  
46

B20.

7 March 1994

Mr Glen Innes  
General Manager  
Kapiti Coast District Council  
Private Bag 601  
PARAPARAUMU



Dear Mr Innes

## LISTING OF RAIL HERITAGE BUILDINGS IN DISTRICT PLANS

The Rail Heritage Trust of New Zealand was established as a charitable trust in 1990. Its brief is to ensure that in a period of rapid change in the rail operating system, appropriate measures are taken whenever practicable to safeguard significant aspects of New Zealand's rail heritage. A brochure on the Trust is attached for your reference. We are fortunate in being able to draw upon strong support from both New Zealand Rail Ltd and until its dissolution in December 1993 the Railways Corporation, as well as from the New Zealand Historic Places Trust, rail historians, and local heritage groups.

One of the Rail Heritage Trust's principal activities to date has been carrying out the research needed to develop a rail heritage register listing the significant surviving features of New Zealand's rail heritage. The register is expected to be published later this year. Within the register, station buildings will be listed in two categories: Category A, confined to a small group of buildings regarded as the finest survivors, and Category B being a more extensive list of other noteworthy survivors.

Within your district, the register lists the following station building(s):

Otaki Station Building, Arthur Street, Otaki (Category B)

Paekakariki Station Building (Category B), Signal Box (Category B), and precinct, State Highway 1, Paekakariki

Relevant draft extracts from the register are enclosed which provide summary information on the significance of each station and the type it represents.

With good progress having been achieved on the development of a rail heritage register, the Trust is now concerned that effective protection should be provided for all buildings and structures listed in the register, to minimise the threat of sudden demolition or unsympathetic modification. Unfortunately some key buildings and structures have assumed a rather neglected appearance in recent years in the climate of uncertainty created by the restructuring of the Railways. The degree of risk to their

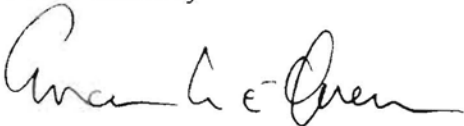
continued survival and general maintenance is likely to intensify as market patterns change. In view of this, we are concerned to note that relatively few of the items included in the Trust's register are listed in district plan appendices. Most are therefore not subject to the level of control which district plan rules afford to other items deemed to be of heritage value to the local community. In a number of cases, though, communities have actively demonstrated their interest in the retention and upgrading of such buildings through community based restoration projects involving rail heritage buildings in towns such as Carterton, Waverley and Ormondville.

The Trust is anxious to ensure that the growing appreciation of the value of our industrial and transport heritage as an integral part of New Zealand's national identity should be recognised and acknowledged in district plan appendices containing a balanced and representative selection of items of heritage value in each district. As part of this process, the Trust now invites you to consider listing the above buildings(s) from our register in your district plan, where this has not already been done. There is some urgency about the situation and we hope that it will be possible for you to action this request expeditiously. The Trust is of course happy to provide you with any further information you may require to assist in the consideration of this request.

The Trust also asks that you notify it in terms of sections 93(1) and 94(2)(b) of the Resource Management Act 1991 of all applications for resource consents affecting the building(s) listed in paragraph 3 of this letter. Such an approach would be consistent with the nature of the Trust's interest in the buildings(s) and will help to ensure its expertise is made available to local interests at an early stage in the planning process, when it will be most effective.

We would be grateful for your response, and assistance, toward meeting this request.

Yours sincerely



Euan McQueen  
Chairman

Encls:

## PAEKAKARIKI STATION BUILDING

Built: 1909	Address: SH1, Paekakariki	
Land Ownership: NZ Railways Corporation	Building Ownership: NZ Rail Ltd	
Occupier: NZ Rail Ltd	Local Authority: Kapiti District Council	
Classification:	RHT: B	NZHPT: C
District Plan: No	Conservation Plan: No	Heritage Covenant: No
Integrity: Good	Condition: Good	Designer: George Troup
Landscape/Townscape Setting: Located on the edge of Paekakariki township and on the seaward side of State Highway 1.		

## DESCRIPTION

## Architecture:

Paekakariki is a narrow island station building, with almost identical track facades, and consists of a main structure adjoining a smaller section of similar dimensions, formerly the refreshment rooms. There is a flat pitched corrugated iron roof and rusticated weatherboard cladding. Verandahs run almost the length of both elevations. Decoration is minimal and the building's appearance is enhanced by features such as the four-panelled doors and sash windows (now boarded up), placed regularly along both elevations. There are small sash windows at the north end. The interior has been much altered but retains some original fittings and joinery.

## History:

The Wellington-Manawatu Railway was opened as far as Paekakariki in September 1886.<sup>(1)</sup> The first station was probably built prior to this. The W & M Railway Co. was sold to the Government in 1908 and immediately the Railways Department decided to replace the station building. A plan was approved in early 1909 and the building was expected to cost £2000.<sup>(2)</sup> The General Post Office sought space in the building to conduct its business but was turned down.<sup>(3)</sup> A large refreshment room was added to the design while a goods shed, foot-warmer shed and new signalling completed a substantial revamp of the station.<sup>(4)</sup> Doubling of the track as far as Paekakariki was finished in 1940 and three years later the station had its busiest period with the arrival of American troops who were stationed nearby at McKay's Crossing. The Paraparaumu airstrip provided much of the station's freight traffic up until the completion of Wellington Airport in 1959. In 1957, at a cost of £3,500, the station was remodelled inside with doors, fireplaces and walls removed and counters and partitions installed.<sup>(5)</sup> In 1972 the railway restoration society Steam Incorporated established a base at Paekakariki and since then have restored a number of steam locomotives and carriages for mainline excursion running. Paekakariki remains in use for operating purposes.

## Associated Buildings and Structures:

Rail-air goods shed, crew amenities building, engine shed, water vats (2), South End station signal box (relocated), turntable, other Steam Inc. and NZ Rail structures.

## ASSESSMENT

## Architectural Significance:

Paekakariki is a fine example of an island station and one of the oldest extant. It is similar in breadth and detail, but not length, to Wingatui. The building's significance is enhanced by its role in one of the country's finest collections of associated station structures, a number of which are original.

## Historical Significance:

Established as a stop on the successful privately owned Wellington-Manawatu railway the present Paekakariki Station has been in active use for over 80 years. It has much social importance for its association with American troops stationed at McKay's Crossing during World War II and, in its heyday, air-freight operations at Paraparaumu airport. It has had an indelible and unique association with steam railways for over a century.

## Townscape/Landscape Value:

Paekakariki Station occupies a prominent situation very close to SH1 and the station building and associated structures are a familiar sight to both north and southbound motorists, as well as suburban rail users.



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ProjectHawkes Bay  
Registration Project

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## Water Vats (2)

**Paekakariki Railway Station, PAEKAKARIKI**

Register Number: 4705

Registration Type: Historic Place - Category I

Region: Wellington-Wairarapa Region

Date Registered: 25/9/86

City/District Council: Kapiti Coast District Council

[new search](#) |

Information on this page is correct to the best of the Trust's knowledge. If you have a  
information you would like to share with the Trust, please [click here](#). You may wish  
Trust to view our paper records.

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## B22: WATER VATS



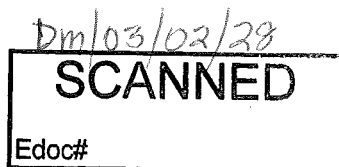
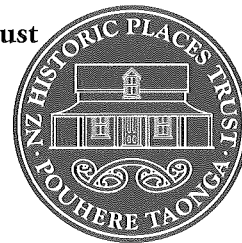
## Heritage Register - Historic Buildings

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- B22 - Water Vats**  
- Railway Station, Main Road, Paekakariki



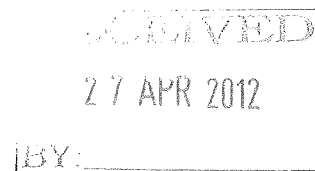
Photograph Taken 09/07/98



11 April 2012

HP 33002-087

Kapiti Coast District Council  
Private Bag 60 601  
Paraparaumu 5254



Attention: Hannah Bateman

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**NZHPT Nominations for Historic Heritage Features in the Kapiti Coast District as part of  
the District Plan Review**

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Thank you for the opportunity for NZ Historic Places Trust Pouhere Taonga (NZHPT) to provide input into nominations for Historic Heritage in the Kapiti Coast District Council (KCDC) area.

To compile possible nominations for addition NZHPT has collated information from the following sources:

1. Comparison of the NZHPT register and KCDC heritage schedule  
Historic places are added to the NZHPT register regularly in a tightly worked programme, however there will be places of high local and regional importance that the Council will want to recognise even where NZHPT capacity is full.
2. Nominations to NZHPT for registration- these can come from local historical groups, members of the public or from NZHPT staff and are reviewed on an annual basis for the registration work programme;-
3. In addition, the Council has discretion to list sites of local and regional heritage significance that are not registered with the NZHPT, for protection in the district plan. NZHPT recommends that the Council move to list such places of significance.



NZHPT recommends the following sites be included as part of the Historic Heritage Register:

Name (Record no.)	Location	Background/status
Paetawa Flaxmill and Stables	265-267 Main Rd (SH2 - Otaki-Waikanae), Waikanae	Flaxmill and Stables associated with the Brown family's flaxmilling operation circa 1900-1927. Article in Otaki Historical Society journal (volume 24).
Pukekaraka Historic Area	Otaki	High significance. Information already provided to KCDC
Stringer Wind Rain House	224 Main South Road, Paraparaumu, Lot 1 DP 18239	This is architecturally significant as the second of 9 innovative Wind Rain houses designed by Nigel Cook to respond specifically to NZ's climatic conditions. View Ian Bowman's heritage assessment report ( <b>Please contact NZHPT for the report</b> ). Affected by the NZTA Expressway, but an agreement being negotiated between NZHPT and NZTA to relocate within the district and conserve.
NIMT Railway Line Paekakariki to Muri	North to South Junction, NIMT, PAEKAKARIKI; MURI	Please find the NZHPT report attached in <b>Appendix 2</b>

For any further information pertaining any of these sites/buildings, please contact the NZHPT regional office.

## **Identification of new buildings/sites to become future heritage - Heritage Inventory**

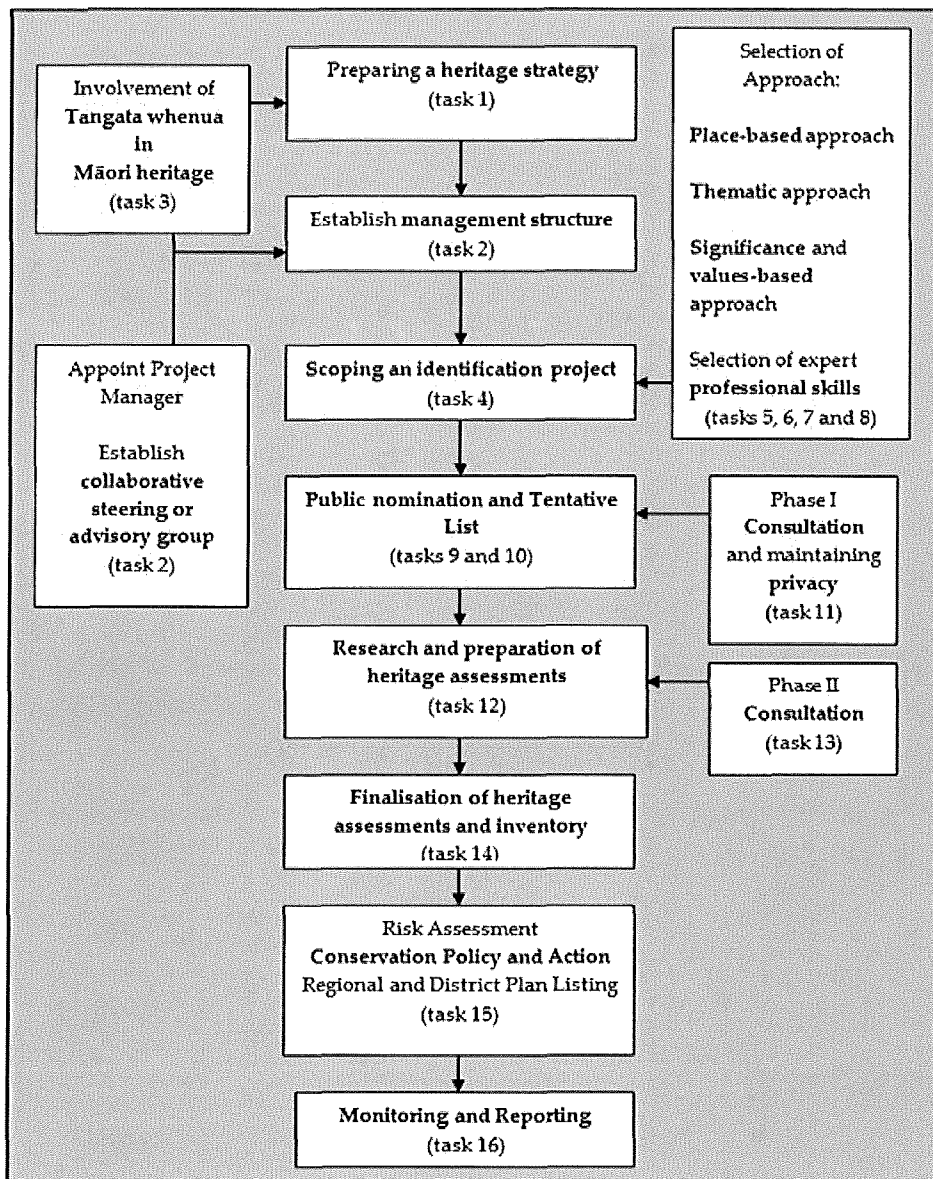
In light of a review of the heritage inventory, NZHPT recognises that listing new heritage items in district plan schedules is increasingly contested. This heightens the needs for robust criteria and processes, and for excellent communication with owners and the community.

Successful heritage inventory listings repeatedly indicate that an owner-centred approach is the most crucial aspect of the heritage strategy. If the owner prompts the listing or is consulted early, there appears to be more engagement by stakeholders in the identification process. It is a 'best practice' process which gives the greatest potential for success. In particular, access to planning staff, who can advise on the implications of listing on potential alterations, additions and maintenance in the future, can resolve the most immediate of worries.

NZHPT recommends that this process is an open and transparent process with at least two phases of consultation with owners (at the beginning of research and the draft heritage assessment stage) plus a public nomination approach. This involves working with the local community at the earliest opportunity. As far as best practice, recent plan changes to add heritage lists in Palmerston North City and Porirua City Councils are a good example of this consultation process.

A second crucial factor is time. An extended time frame, between owners first discussing possible listing and the formal notice by council, enables many issues to be resolved in a number of ways. A constricted time frame where owners feel they are being rushed is counter-productive.

NZHPT recommends adoption of the following flowchart for identification of historic heritage. The flow chart is as follows:



This flow chart forms part of the guidance that will enable the process to be implemented. We also attach in Appendix 1 a best practice approach for consultation named ‘Q’s and A’s for District Plan listing’.

NZHPT seeks to be involved in the next steps of the heritage inventory process and looks forward to working with Kapiti Coast District Council in the near future.

Yours faithfully



Ann Neill  
General Manager  
Central Region  
New Zealand Historic Places Trust *Pouhere Taonga*

**Address for service:**

Sonia Dolan  
Heritage Adviser - Planning  
New Zealand Historic Places Trust Pouhere Taonga  
PO Box 2629  
Wellington 6140  
Phone: 04 494 8048  
Email: [sdolan@historic.org.nz](mailto:sdolan@historic.org.nz)

**N.B Please note the change of postal address for Central Region office**



# Appendix 1

## Q's and A's for District Plan listing

Q What is the motivation for listing in the first place?

A Many owners want to see their properties preserved for future generations and that the values of the property are respected. Owners often initiate listing in the District Plan. Local authorities in New Zealand under Part II of the RMA have a responsibility to identify and protect places of cultural heritage significance.

Q Does listing place a legal restriction on the sale or lease of a property?

A Listing places no restriction on the sale or leasing of a property

Q Do the advantages of listing outweigh the disadvantages?

A The principal benefit of heritage listing is the protection of the heritage values of the local area. Heritage listing identifies those places which are considered to contribute to the heritage of the area and their listing provides appropriate controls to ensure their conservation. People who own heritage properties realise that this heritage is important to the community as a whole, in recognizing, preserving and enhancing the identity and characteristics of the local area. Heritage listing and heritage planning controls also provide certainty for people, giving owners and neighbours of heritage listed property confidence that the character of their street will be protected from unsympathetic development.

Q What benefits can I expect?

A Many local authorities have non regulatory methods of support to heritage property owners seeking to maintain and enhance their properties. This support can take the form of grants and rates assistance. Heritage listing is usually a pre-requisite to be eligible for assistance from a heritage funding programme. Private heritage property owners of category I registered properties under the Historic places act can also seek funding assistance from the NZHPT through the national Heritage Preservation Incentive Fund.

Q Does listing make it harder to get through resource or building consent requirements?

A Early consultation with and advice from Council and other heritage experts can help overcome or reduce barriers to consent. It is important to seek this advice and guidance which can also provide options that may not have been thought of earlier.

Q Will I need to get consent for all changes to my building if listed eg adding a garage or carport, painting, fences, minor repairs and maintenance?

A Minor repairs and painting are dealt with as permitted activities under District Plan rules. Building or resource consent is required for all other property changes regardless of heritage listing. The consents are subject to rules in the District Plan.

Owners should seek advice to ensure intended work is sympathetic to the heritage values of the property before submitting plans for consent.

Q Are there any changes which would be exempt from the need to get building or resource consent?

A Painting and other minor repair works are considered permitted activities.

Q What specific incentives can be offered to heritage property owners?

A Grants for conservation repairs and maintenance and rates relief policies operate in many local authorities in New Zealand to assist owners with earthquake strengthening and other conservation measures. Local authorities also waive resource consent fees on heritage listed properties

Q Does listing exclude adaptive re-use of a property?

A Listing does not exclude the adaptive re-use of a heritage property. Sometimes this is a sensible way of ensuring the future use of an important place. Examples include adaption of a house to offices or conversion of a warehouse or other commercial building to apartments and residential use. Changes are subject to zoning and rules in the District plan.

Q How does a heritage listing affect property insurance?

A Insurance companies should be informed that a property is listed or registered for its heritage values. They will want to know what structural work has been carried out, whether electrical wiring meets current code requirements, is the building earthquake prone and needs strengthening and other questions. It is best to discuss insurance cover with a broker firm with experience of heritage properties and look at options that best suit individual needs.

Q Does the housing market value heritage? What is the evidence?

A Experience both in New Zealand and overseas has shown that heritage listing generally has little impact on residential property values and can often provide a real economic benefit to the owner. A study in Victoria Australia over a 20 year period into the 1990s showed that heritage listed residential properties appreciated 1844% compared with a lesser appreciation of 1432% for other residential property. The demand for heritage houses was also greater than for other residential property, with shorter sales periods and greater buyer interest. In Sydney, the level of significance was also found to have a positive influence on price. In New Zealand, some real estate companies have reported to NZHPT staff that heritage listing and respect for heritage values have had positive influences on the sale of properties.

Q Will listing on the District Plan be a fetter on my private rights?

A People buy heritage properties for their character and respect their heritage values. District Plan listing seeks to protect those values and places certain restrictions on the extent of changes. That does not stop people making changes. Rules in District Plans assist owners wishing to go in that direction, whilst respecting the heritage values of their properties.

Q Does an owner have the right to object to listing?

A An owner can object to listing in the District Plan and also appear at a Plan Change hearing on proposed listing in the District Plan to provide reasons for objecting.

Q Are there any appeal rights?

A As with notified resource consents in which decisions may be appealed to the Environment Court, a Plan Change can be also be appealed to the Environment Court with the right of the appellant to be heard by the Court.

**NOTE: An application or nomination has been received nominating this place or area for registration. This place or area is not registered by NZHPT.**

## **NIMT Railway Line Paekakariki to Muri**



**Location:** North to South Junction, North Island Main Trunk Line, PAEKAKARIKI; MURI

**Other Names:** NIMT Paekakariki to Muri North to South Junction, North Island Main Trunk Railway Line

**Record Number:** 9602

**Registration Type:** Historic Place Category I

**National File No.**

**Local Authority:** Porirua City Council

**Local Authority**

**Listing:**

**Heritage**

**Protection**

**Mechanisms:**

**Legal Description:** Land for railway operating purposes (NZ Gazette 2010, p 1660), Wellington Land District

**Location** Section of the North Island Main Trunk railway line known as 'North-South Junction', which  
**Description:** traverses the coastal 'Te Paripari' escarpment, via a bench railway and a series of tunnels above Centennial Highway, between Paekakariki and Muri.

**NZAA Site No:**

**Extent of**

**Registration:**

**Chattels/Objects:**

**Registration** Application/Nomination (Nomination received 29 July 2011; pre-status)

**Status:**

**Brief Description:** The information below is from the nomination form:

North-South Junctions compares entirely favourably with other similar places and in some instances, the history is superior to other locations. Its troublesome and rugged nature means that it is certainly an unusual history. North-South Junction is literally steeped in history, much of it very significant and the story is still ongoing today. There is no other section like it on the Wellington suburban system and its construction history along with coastal shipping and current conditions are possibly unique within New Zealand.

The Paekakariki tunnels are amongst the oldest tunnels still in use on a New Zealand main line. This is the only section of structures from the original Wellington & Manawatu Railway Company Ltd's railway line still on their original formation, on the North Island Main Trunk railway line. Any areas that might come close to North-South Junction either in age or history on the NIMT have long since been deviated around or removed.

North-South Junction is part of a railway which was very unique in itself. The Wellington & Manawatu Railway Company was the first company to register under the 1881 Land and Railways Construction Act. It was the largest privately owned line in New Zealand, the only successful District Railway and it was noted as being the most financially successful railway in Australasia. Construction absorbed the unemployed from both Wellington and Auckland, and likely from other districts as well, in addition to foreign miners ex the gold rushes who worked as tunnellers.

The detail of the uniqueness of this section of railway line is described in detail, in the attached document.

Summing up, this is a rare and unique section of track.

**Weblinks:**

**Current Uses:**

## **NIMT Railway Line Paekakariki to Muri**

**Location:** North to South Junction, North Island Main Trunk Line, **PAEKAKARIKI;**  
**MURI**



**Other Names:** NIMT Paekakariki to Muri North to South  
Junction, North Island Main Trunk  
Railway Line

**Record Number:** 9602

**Registration Type:** Historic Place Category I

*National File No.*

### **Former Uses:**

**Historical** The information below is from the nomination form:

#### **Narrative:**

Although a small section of railway line, the history of North-South Junction is considerable, and it is my intimation that it is equal to the central NIMT, viaducts of course excluded. Some examples are:

Bricks for the tunnels constructions were obtained from Wellington, Lyttleton, Auckland, Wellington Central (Mt Cook) Prison and the Public Works Department ex Wiwaka Tunnel near Eketahuna. Bricks in Tunnel 6 and the abandoned tunnel 12 have prison arrows embossed on them. Wellington experienced trouble with its early brick making industry, and the North-South Junction tunnel tell this tale. Towards the end of construction, tunnel bricks were obtained from every brick maker in Wellington.

Samuel Brown, the contractor who constructed this section of line, was at the time a reknown Wellington City Councillor, as well as a coal merchant, and after construction he became Mayor of Wellington. Brown in himself is a historical character, this being further documented in the attached document.

At least two temporary tramways were built to facilitate construction. Being operated as a 2-level passenger railway prior to opening appears to be unique in NZ's history, it occurred no where else.

Access to the line construction site was gained through coastal shipping at Pukerua and Paekakariki. The site was very isolated during construction days, with no road or rail access. It remained very isolated until the construction of SH1.

See attachment for full and further detail.

### **Construction Professionals:**

#### **Dates:**

**Physical** The information below is from the nomination form:

#### **Description:**

Heading south from the Paekakariki end, the double line converges into single track at North Junction, and runs as single track right through to South Junction which is not far from Muri station. There the single track diverges back into double line. Double line has a direction., not dissimilar to a road. From Wellington trains on left hand side of the double line run in an Up direction towards Paekakariki and trains on the right hand side run down (south) towards Wellington. Between North and South Junctions, because there is only a single railway line, only one train can enter the section at a time. This is known as a bottle neck. The track in this location is steeply graded and runs on a bench like railway, along the escarpment cliff edges and through 5 tunnels. About mid way through the section is an abandoned and partially collapsed tunnel.

Very good condition, considering this is an old and probably the most busy operating section of the NIMT railway line. The line itself is still on its 1885-1886 formation and tunnels of the same age are still in existence. All but one tunnel which was abandoned in 1900 are still in use. The tunnel floors and a bridge floor have been modified by lowering, to accommodate larger, modern containers and rolling stock. Original brick and cement work is still in place, inside the tunnels. It has recently been strengthened by placement of engineering rock bolts. With the exception of South Junction and Tunnel 12, the track is still on its original 1886 formation.



## **NIMT Railway Line Paekakariki to Muri**

**Location:** North to South Junction, North Island Main Trunk Line, PAEKAKARIKI;  
MURI



**Other Names:** NIMT Paekakariki to Muri North to South Junction, North Island Main Trunk Railway Line

**Record Number:** 9602

**Registration Type:** Historic Place Category I

*National File No.*

The tunnels were future proofed when first constructed in 1885-6, as the big Ka class locomotives could later run through them. However, installation of overhead wires in 1940 considerably reduced available clearance, resulting in tunnel floor lowering in 1967. Further temporary work was carried out to accommodate current day shipping containers, which forms part of rail's core and essential traffic. Christmas 2010-11 saw further floor lowering to mitigate the temporary work. This work was essential to allow the transit of shipping containers. With the floors being considerably lowered, the tunnel walls had to be strengthened by rock bolting. This should not adversely affect the historic values, rather it should add to an ongoing story of a series of Victorian-aged tunnels.

### **Construction**

#### **Details:**

#### **Notable Features:**

### **Assessment under Section 23 of the Historic Places Act 1993**

#### **Assessment by Trust Board:**

##### **Section 23(1) Assessment**

**Historical** The information below is from the nomination form:

#### **Significance:**

Historical Significance:

The entire section of line from Paekakariki to Muri, has many very strong historical values. These are numerous and described in the attached document as a whole.

**Physical** The information below is from the nomination form:

#### **Significance:**

Aesthetic Significance:

To demonstrate aesthetic values, the escarpment as a whole must be considered.

The entire escarpment has very important aesthetic values to local communities, in particular the Paekakariki community. This was no where more evident following an environmental battle, after a proposal was exposed by Nga Uruora, to sub divide the top of the escarpment into blocks for mansion type dwellings with superb sea views right over Cook Strait. This was seen as destruction of the natural escarpment and aesthetic values by the Paekakariki community, which resulted in outright indignation, media attention and public meetings. This small community literally went head to head with the developers and farm owner, and would not back down on its opposition. This caused some embarrassment to Kapiti Coast District Council, as this was a Porirua District problem, despite being at Paekakariki. For Paekakariki however, it was a very emotive issue, being in our back yard and clearly visible. Resultant of this, Kapiti Coast District Council was forced to ask Porirua City Council to not lend its support to the resource consent application. Greater Wellington Regional Council became involved in the environmental issues, also lodging an objection against the consent. Eventually granting of resource consent for the development was declined by Porirua City Council. The value of protecting open spaces was recognised as being very important to the Paekakariki community, and was subsequently included in Kapiti Coast's District Plan. Indeed, this was strongly demonstrated in KCDCs Choosing Future's Document, which contained the following statements of Paekakariki's needs:

1.1 (extract) The coastal escarpment was listed under Outcomes as healthy natural systems which people can enjoy, and part of the open space gateway; the natural frame, especially the

## **NIMT Railway Line Paekakariki to Muri**

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dramatic backdrop of the coastal escarpment, along with the coastal edge is seen as the fundamental element shaping the character of Paekakariki.

1.5 That the nationally significant coastal landscape and escarpment from Pukerua Bay to Paekakariki is retained free of the impacts of development, such that:

- its present landform and visual qualities are maintained forever;
- native vegetation and habitat is restored;
- views from the coastal highway are preserved;
- development along the escarpment skyline is avoided;
- the rocky coastline is not further adversely affected by development.

2. That Paekakariki is recognised as having unique heritage values with rail and the beach. This was supported by enhancing steam heritage and creative opportunities.

2.2 Overall character elements found in the Paekakariki village continue to be a feature of the village; the backdrop of the coastal escarpment that dominates views from all streets lying behind the main sand dunes.

In a nutshell, the actual rail area in and around Paekakariki itself, combined with the coastal escarpment, still continues to attract much attention and was viewed as very important to the community. This is highly likely to still be the case today, if not even more so.

Again, this is an interesting situation, being in a formal KCDC community document, when the area came under the auspices of Porirua City Council.

Indeed, as the railway line forms part of the coastal escarpment, and there being much interest in the railway, aesthetic values are very high.

In addition, the beautiful and sweeping coastal views from the railway line are well known and on a clear day, both Mt Ruapehu and Mt Taranaki can be seen from trains, as well as the South Island and Kapiti Island. Interest in the line and its surrounds goes back a long way.

More recently during 2010-2011, after seeing work along the hillside, popular demand within Paekakariki meant media keeping the community informed of what rail was doing along the escarpment during tunnel lowering work. North-South Junction and surrounds is highly visible to the community and its aesthetic values are highly prized within Paekakariki.

### **Archaeological Significance:**

By definition North-South Junction is already an archeological site under the Historic Places Act 1993. An archeological report was made for KiwiRail prior to commencement of the current tunnel floor lowering and slope mitigation work.

In addition, there are a number of registered archeological sites close to the line, along the escarpment, which were recorded in Boffa Miskell Ltds 2005 Review of cultural aspects of the Coastal Route & Transmission Gully Motorway -Western Corridor Transportation Study - Boffa Miskell Ltd (November 2005) . Including this one, studies into the proposed Western Corridor route on behalf of Porirua City Council were numerous and can be found on line at:  
<http://www.pcc.govt.nz/Publications/Western-Corridor-Submission>

### **Architectural Significance:**

North-South Junction has architectural values insofar as Wellington Manawatu Railway Company structure design is concerned. This includes tunnels and bridge abutment design and

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construction. Something of the tunnel construction can be learnt from the 1900 court case into the closure of Tunnel 12. While the line was privately owned by WMRC, design still had to be to the satisfaction of the Govt's Public Works Engineer. For actual architectural details of the tunnels, refer KiwiRail, who hold actual plans and would be better qualified to comment on the design aspects.

### **Scientific Significance:**

The area has strong geological and civil engineering values. The steepened coastal hill slope from Paekakariki to Muri is the modified scarp of the Pukerua fault, a major and active fault. The scarp was oversteepened by wave action and later modified by railway and road construction. Rock type is heavily shattered and jointed alternating greywacke and argillite. Weathering has further weakened the rock. Because the slopes above the railway line are essentially scree slopes, there is a very long history of rock fall and derailments, dating back to line construction. Closer to South Junction the line traverses aeolian sand and loess, another inherent form of instability. Indeed, South Junction literally collapsed and had to be deviated. On the darker side, there have been many landslides and derailments, more notably so after major earthquakes followed by heavy rain, such as the Murchison and Wairarapa events, and a number of others as well. Following earthquakes, fatal tunnel collapse as well as a fatal accident to a train also occurred on the hillside. The list goes on. A major project in the form of essential engineering work is currently being undertaken by KiwiRail, to minimise to the risk of this type of event occurring.

Nga Ururoa, a voluntary environmental group based at Paekakariki and Pukerua Bay, is actively involved in returning the escarpment above the railway line back to native forest and has planted out many hundreds of thousands of trees and shrubs. In conjunction with this, experimental, but successful planting has been carried out above the troublesome Tunnel 12 area and in other areas. Planting has been in conjunction with Greater Wellington Regional Council and scientists (botanists). More recently a rough track was carved out by Nga Uruora immediately above the railway line and over the top of tunnel 6 for access of Nga Uruora workers. Although it is not currently open for public use, this track will eventually be upgraded to form part of the famed Te Araroa, The Long Pathway. The pathway here is still in the futuristic stage, but it does demonstrate the high level of scientific and environmental interest. Like so much of New Zealand, the area between North and South Junction was originally under heavy native bush cover. The coming of the railway line saw forest denuded for brick burning purposes.

North-South Junction could essentially be described as a living laboratory, in the study of tectonic zones, slope stability and the influence of vegetation, as well as other controls. There have been numerous scientific studies carried out by Ministry of Works and GNS over the years on both the highway and railway stability problems. The entire section has probably been troublesome enough to be described as a monument to the efforts of and the progression of civil engineering in this country. It is for this reason, that if given NZHPT registration, that allowance must still be made for any future essential mitigation and protective works.

### **Technological Significance:**

Being constructed in 1885-1886 and still in use today, North-South Junction and its tunnels is an outstanding example of the longevity of early engineering works in New Zealand. It is also a very fine example of compatibility between a modern railway system and early, original railway formation and structures, and how engineering skills have overcome the problems associated with this. In common with Raurimu Spiral, another more satisfactory route has never been found. Despite being constructed by hand some 125 years ago, the tunnels are still in use and are still structurally strong and in pretty good shape. The technology used to construct the line was important in itself. Engineering has developed new technology to assist with instability problems, which was not available as recent as the 1980's, allowing rockbolting of shattered

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rock. Due to the nature of the country traversed by the line, it is one ongoing and major tale of engineering technology and mitigations.

**Cultural** The information below is from the nomination form:

### **Significance:**

#### **Cultural Significance:**

Again, the escarpment and its values as a whole must be taken into consideration. Te Paripari was the name of the great hillside south of Paekakariki, which is where the Tararua Mountain range begins. Maori recognised this and named the Paekakariki slopes. Te Paripari is still recognised and used by Maori today. The railway line in question runs along the great Te Paripari escarpment and during construction of the line, Paripari Pa (between North Junction and the old quarry) was severed from the sea. The main body of the Pa and its chapel lay just above the line and was accessed by canoe along the coast. A number of other historic locations exist, in particular the sacred outcrop, Te-Ana-o-Hau, which was originally a part of the rock formation that Tunnel 6 penetrates. Maori recently successfully fought Transit NZ to protect Te-Ana-o-Hau's cultural values during alterations to SH1. It had been Transit's intention to demolish the outcrop. As well as Maori lore and use by Ngati Toa travelling parties and early European foot travellers, Te-Ana-o-Hau was used by railway construction workers. These locations are detailed in the attached document. Above the line, but not described are further historic locations of kumera pits. Culturally, the entire escarpment is a very important area to Maori, particularly Ngati Haumia of Paekakariki. Locations described here are registered archaeological sites, as well as being on Porirua City Council's District Plan.

#### **Social Significance:**

North-South Junction would have strong social values. Many thousands of people traverse the area by train each year and are familiar with the area. Family ties to the railway line and its tunnels are very strong within Paekakariki especially, being an old railway town. The high level of railway social history values are very important to the people of Paekakariki, as evidenced in KDC's Choosing Futures, and also from the very high level of community involvement in the restoration of both the railway station and signal box. These social values also encompass an important part of Wellington's development and commuting culture. Within Paekakariki itself, the need to use bank locomotives and to exchange motive power meant the need for an important NIMT refreshment room and locomotive depot. A whole community and its history was based around the motive power history, which was directly attributable to the steep section of line between Paekakariki and Muri. It gave birth to Paekakariki's social and railway history. Accompanying the railway is horse & coach and coastal shipping history, not to mention the beach highway and hill road.

#### **Spiritual Significance:**

Te Pari Pari as a whole has exceptionally spiritual values to Maori, both Ngati Toa of Porirua and Ngati Haumia of Paekakariki. Kapiti Coast in particular is rich in Maori history and the escarpment is steeped in legend. (see the 'Cultural' section of this application.) Transit dared ignore these values at their peril, hence being forced to provide mitigation in the form of rockbolting and strengthening the outcrop of Te-Ana-o-Hau. See attached document for further details.

### **Section 23(2) Assessment**

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### **Other Information:**

**NOTE: An application or nomination has been received nominating this place or area for registration. This place or area is not registered by NZHPT.**

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**Associated  
NZHPT**

**Registrations:**

**Reserve:**

**VNZ Number:**

**Iwi:**

**GPS:**

**NZHPT Branch:** Wellington Branch

**NZHPT Team:** Central Regional Office (Wellington)

**Region:** Wellington Region

**Entry Written By:**

**Date Entry Completed:**

**Date Owner Notified:**

**Information Sources:**