

## WORKING WITH IWI, HAPU AND WHANAU

Between the Waikanae River and Te Moana Road the Mackays to Peka Peka Expressway crosses land that's of great historic and cultural significant to local iwi.

Whakarongotai Mārae used to be located in this area in what was called the Tuku Rakau village.

This whole area is waahi tapu (sacred land) and contains the Takamore Urupa, an operating burial ground, where many tipuna (ancestors) rest.

We've worked very closely with iwi to make sure construction in this special place has happened with respect and sensitivity.

This has been guided by Memoranda of Understanding with Te Atiawa ki Whakarongotai and the Takamore Charitable Trust as well as working groups with directly affected Māori landowners.

Our collaboration is ongoing with iwi involved in urban design, ecological mitigation and monitoring, landscape design, archaeological monitoring, employment, training and educational initiatives.



WHAKARONGOTAI MĀRAE MOVED FROM TUKU RAKAU VILLAGE TO ITS CURRENT LOCATION IN 1886 TO BE NEAR THE GROWING SETTLEMENT CLUSTERED AROUND THE RAILWAY LINE AND BRIDGE



TE ATIWA APPRENTICES AND WHĀNAU OUTSIDE WHAKARONGOTAI MĀRAE

### Te Atiawa apprentices on a road to success

Last year, surrounded by whanau at Whakarongotai Mārae, four Te Atiawa ki Whakarongotai road workers signed up to official apprenticeships in Concrete Construction.

With over a billion dollars of infrastructure work lining up in the region across the next twenty years it's a good space to be up skilling in!

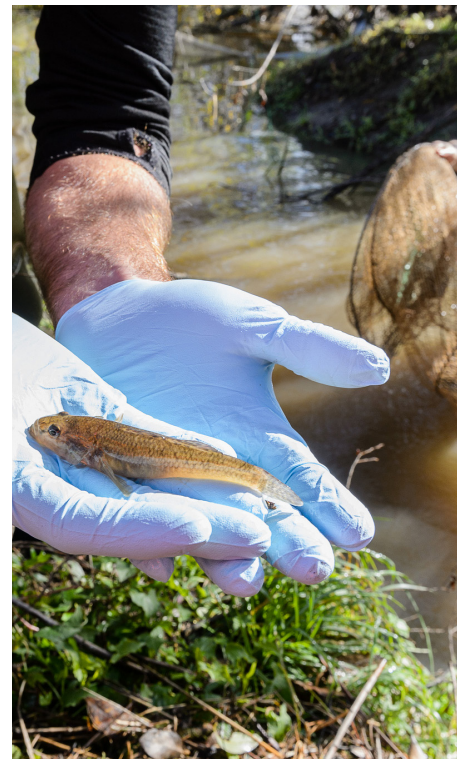
Ranging in age from 18 to 40, this group embarked on a journey of skills-based, on the job learning that's being supported, mentored and assessed throughout by BCITO, the Mackays to Peka Peka (M2PP) Alliance and their wider whānau.

### Caring for our local environment

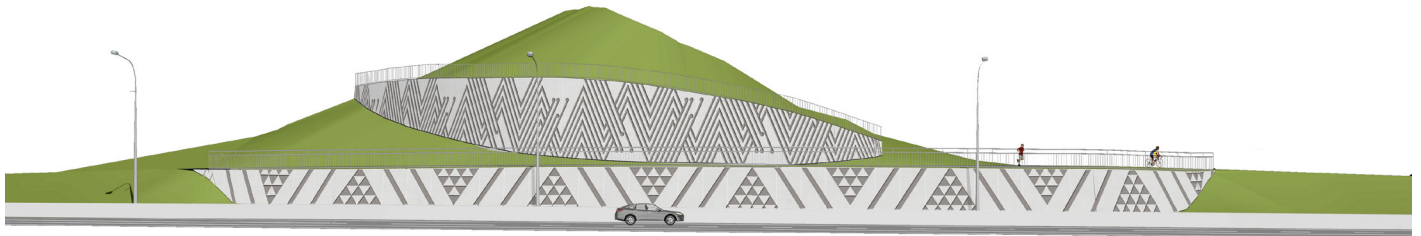
Local iwi work with us as kaitiaki (guardians) of the local whenua (land), waterways and wildlife.

This work includes monitoring all new earthworks, relocating live fish and tuna (eels) ahead of any stream diversions and keeping our people culturally safe by leading karakia (blessings) with work crews at the start of any new or complex construction activities.

Special protocols in the event of finding taonga (archaeological treasures) or koiwi (human remains) are especially important and are managed by these on-site cultural monitors.



WORKING TOGETHER TO RELOCATE FISH BEFORE A STREAM REALIGNMENT



**A VISUAL OF HOW THE SPLIT RETAINING WALL WILL LOOK ONCE IT'S COMPLETE**



150 NEW ARCHAEOLOGICAL SITES ADD TO KNOWLEDGE OF PRE-EUROPEAN SETTLEMENT IN KĀPITI

**History uncovered**

Under full archaeological and iwi monitoring, around 150 archaeological sites have been uncovered on the project, greatly expanding our knowledge of pre-European activity on the Kāpiti Coast.

Some exciting finds include several middens (shell heaps), tuatara bones,

adzes (ancient cutting tools), stone flakes, obsidian cutting tools and pumice stones.

These were all made of non-local materials, suggesting this was once a trading route.

**A new wall tells an old story**

Look south towards the Waikanae River from the new Te Moana Road interchange and you'll see quite an unusual, curved split-retaining wall starting to take shape.

This wall allowed us to move the Expressway's route slightly to the west and avoid land which is now protected as Māori Reservation.

The affected Māori landowners and local iwi worked collaboratively with us on urban design to reflect the historical and cultural importance of this site.

The finished wall will display motifs reflecting the concept of a kaitaka

(cloak) to express the cultural values of the area:

**Manaakitanga** - the cloak embodies warmth, shelter and protection

**Rangatiratanga** - the cloak represents high status and autonomy, as the holder of stories, histories and knowledge

**Whanaungatanga** - the cloak, as a taonga, enhances relationships and working together

**Kaitiakitanga** - the cloak protects and guards, the holders of stories, histories and knowledge of the area.

These designs were developed by M2PP Alliance designers and Rakairoa Hori, a Waikanae-based artist of Te Atiawa, Ngāti Toa Rangatira and Ngati Raukawa descent.

Construction of this section is expected to be finished around September this year.



**LOOKING DOWN ACROSS THE URUPA AND THE SPLIT RETAINING WALL ONCE THE EXPRESSWAY IS OPEN**