

Chapter 26

Part G

VOLUME 2

Tangata Whenua and Cultural Heritage

Overview

The Kāpiti Coast has a long history of Māori settlement. The Project traverses a landscape containing various sites of cultural importance to tangata whenua, particularly between Taylors Road and Rahui Road. Māori-owned land is affected at Te Horo and other locations.

The NZTA has built strong relationships with the tangata whenua, namely Ngāti Raukawa and Nga Hapū o Ōtaki (a representative group comprising five Ōtaki resident hapū of Ngāti Raukawa).

These relationships have been fostered through close on-going engagement with the tangata whenua throughout the Project design process. An important consequence of that engagement was the re-alignment of the Expressway to avoid a culturally-significant area near Mary Crest.

A cultural impact assessment has been prepared by Nga Hapū o Ōtaki representatives, which identified residual issues such as effects on Māori-owned land and possible effects on unknown archaeological sites of cultural significant in other areas, particularly dunes located in the south and north of the Project area. As noted above, an ADP has been discussed with the tangata whenua and will be finalised to ensure that appropriate procedures are followed in the event of any sites or cultural materials being found during construction. Nga Hapū o Ōtaki representatives will be invited to assist with the further archaeological survey carried out prior to construction.

26 Tangata Whenua Values and Cultural Heritage

26.1 Introduction

Assessments have been undertaken that profile the existing environment in relation to cultural heritage, and assesses the Project's potential impacts on these sites.

The tangata whenua of the Project area are Ngāti Raukawa and Nga Hapū o Ōtaki (a representative group comprising five Ōtaki resident hapū of Ngāti Raukawa). In order to assess the cultural effects of the Project, a CIA was undertaken by Nga Hapū o Ōtaki. The full CIA report detailing the effects of the Project on cultural values and heritage is:

- Peka Peka to Ōtaki Expressway Option: Cultural Impact Assessment (Technical Report 19)

This technical report is included in Volume 3 of this AEE report.

The NZTA has developed strong working relationships with the iwi representative groups in the area and has developed mitigation proposals to address the potential effects of the Project on culturally sensitive sites and places. This relationship will continue through the subsequent construction and other phases of the Project.

26.2 Existing Environment

26.2.1 Māori Settlement History

Ngāti Toa first arrived in Rangitīkei, Manawatū and Horowhenua circa 1818. After defeating Rangitāne, Muaūpoko and Ngāti Apa the mana of Ngāti Toa extended from the Whangaehu River in the north to Te Koko a Kupe (Cloudy Bay, South island) in the south. Muaūpoko, Ngāti Apa and Rangitāne tried to regain their mana in the Rangitīkei, Manawatū and Horowhenua districts and defeat Te Rauparaha and Ngāti Toa, however they were unsuccessful and Te Rauparaha and Ngāti Toa held mana whenua over the area.

Ngāti Raukawa who had close links with Te Rauparaha, came to the Horowhenua coast from Waikato and in 1831 Ngati Raukawa gained the mana of the land. At Te Horo and

the surrounding locality Ngāti Tama and their leader Te Puoho along with Ngāti Raukawa sub-tribes of Ngāti Whakatere, Ngāti Kauwhata and Ngāti Pare lived peacefully together until 1834. At that time tribes in the Taranaki district migrated south seeking safety and a new home for their people as a result of hostile Waikato tribes raiding their homelands. This resulted in pressure on the availability of resources, which culminated in tensions and warfare between the tribal groups on lands between Ōtaki and Te Horo. These tensions erupted into a battle and a combined war party arrived in front of the Ngāti Raukawa pā at the mouth of the Ōtaki River. The battle (referred to as Haowhenua) created a rift between Ngāti Toa, Ngāti Raukawa and Taranaki. Although the outcome of the battle was inconclusive, it signalled the end of the coalition of inter iwi co-operation but for Ngāti Raukawa and the Taranaki coalition it fixed the boundary lines between each other.

26.2.2 European Settlement

The *Tory* was a New Zealand Company vessel dispatched to New Zealand for the express purpose of purchasing land from Māori and facilitating settlement of British settlers. On 16 October 1839 the *Tory* landed off Kāpiti Island and on 25 October the New Zealand Company transacted a land deed which was signed by nine Ngāti Toa chiefs including Te Rauparaha.

On 14 May 1840 the Treaty of Waitangi was signed at Kāpiti by Te Rauparaha, his son, grand nephew and niece and was witnessed by Henry Williams and Octavius Hadfield. On 19 May 1840 Nga Hapū o Ōtaki/Ngāti Raukawa signed the Treaty of Waitangi at Rangiuuru Pā Ōtaki which was situated near the mouth of the Ōtaki River. It was also signed at Tawhiriho, Manawatū and on 19 June at Mana Island by Te Rauparaha. Ngāti Raukawa therefore has direct claims under the Treaty.

Between 1839-1845, various land transactions within the Kāpiti, Horowhenua, Manawatū and Rangitīkei were undertaken between the New Zealand Company and Ngāti Raukawa through various Native Land Court hearings.

Ngāti Raukawa subdivided their Ngāti Raukawa whānau/hapū/iwi entitlements into various blocks of land, including blocks within Taylors Road to Rahui Road, Rahui Road to Ōtaki River, Ōtaki River to Te Horo and Te Horo to Peka Peka. Within these blocks some parcels are still Māori-owned land held by whānau.

26.3 Assessment of Effects on Tangata Whenua

A field visit involving both tangata whenua and the Project team in mid-2011 enabled discussion and confirmation of cultural, ecology and heritage sites identified in the Project area. Key areas that were identified for their cultural values were:

- Taylors Road hosts pā sites and a burial ground (urupā) west of the far west railway corridor (i.e. avoided by the Project);
- Sand dunes at the southern and northern ends of the Project area, as they may contain archaeological sites;
- Rahui Road in Ōtaki is the location of a significant site which iwi have identified as a wāhi tapu, as well as a spring (puna) and a wetland (also avoided by the Project); and
- The Waitohu stream, which flows from the Tararua Range to the Tasman Sea north of Ōtaki. Tangata whenua value the resource for catching eels and swimming.

An assessment of effects on those areas was subsequently undertaken and reported in Technical Report 19 (Volume 3). A summary of that assessment is set out below.

26.3.1 Taylors Road to Rahui Road

Within this area parts of the land near or affected by the Project are still under Māori ownership, including the Pukehou 5K Block. The use of part of this land for the Project will have an adverse effect on the cultural value of the block as a whole. Further

discussions will be undertaken with landowners as part of NZTA's property acquisition process.

The Project earthworks will modify a dune landscape in this area, where middens or more significant cultural sites may be located.

The Pare-o-Matangi Block is of special significance to Ngāti Raukawa as its name is derived from the tikanga of 'taunaha whenua', where a chief reserved the land by naming it after a portion of his body. Parts of this block are still under Māori ownership. Whilst a small area of this block is required by the Project (although not the part that is Māori-owned; the Pare-o-Matangi reserve area is currently owned by KCDC) it is not possible to distinguish the cultural significance of this area from the entire block, therefore effects on cultural values may result. Refer Volume 5 of the AEE, Land Information Plans, sheet 3 of 16.

Within this area culvert works will also be required on the Mangapouri. However these works will not interfere with kaitiakitanga⁴⁶ as addressed in Technical Report 19 in Volume 3 of this AEE report.

Te Manuao was a former clearing and kainga of Ngāti Raukawa. While the kainga is avoided, the Project crosses part of what was once identified as a clearing. This area may contain sites of cultural and spiritual significance.

26.3.2 Rahui Road to Ōtaki River

Between these roads there is a low probability of the Project impacting on any sites of significance, however damage of discreet archaeological sites is possible. Within this area parts of the Moutere Hanganoaiho block are still under Māori ownership. Archaeological effects of the Project are summarised in Chapter 24 and in Technical Report 17 (Volume 3 of this AEE report).

26.3.3 Ōtaki River to Te Horo

Within this area there is a low probability of wāhi tapu or sites of significance being affected by the Project.

26.3.4 Te Horo to Peka Peka

Within this area there is a low probability of wāhi tapu or sites of significance being affected by the Project, however care will need to be taken with unknown sites. The ADP (see Volume 4 of this AEE report) that has been agreed with tangata whenua addresses this.

The Te Horo pā is situated within the Ngakaroro No2F Reserve located above the Mary Crest complex, however it is not affected by the Project.

There are various other sites within this area however they are not affected by the Project.

26.3.5 Te Horo Underpass

There is some Māori land in the vicinity of this underpass between School Road and Te Horo Beach Road, but Nga Hapū o Ōtaki consider that the cultural impacts of the Expressway are significantly less than previous connectivity options which explored a bridge crossing further to the south.

⁴⁶ The Resource Management Act 1991 defines Kaitiakitanga as "*the exercise of guardianship by the tangata whenua of an area in accordance with tikanga Maori in relation to natural and physical resources; and includes the ethic of stewardship.*"

26.4 Cultural Mitigation Proposals

The NZTA has sought to avoid affecting sites of significance to tangata whenua in developing the alignment of the Project and in large part this has been achieved. However there are locations along the extent of the Project where effects on unknown sites may occur. The NZTA has directly engaged with tangata whenua to determine appropriate mitigation measures to address these impacts.

There is a high risk of discovery of sites between Taylors Road and Rahui Road. The existence of sites in these areas cannot be confirmed until construction earthworks takes place. A number of measures will be in place to ensure correct protocol is followed, in the event of an accidental discovery of potential archaeological material.

Relationship agreements between the NZTA and Nga-Hapū o Ōtaki and Ngāti Raukawa are being progressed. The parties have decided to formalise their discussions by way of a Memorandum of Understanding (MoU) to recognise and enhance the positive and effective relationship which has been achieved between the parties through an open and frank dialogue. The intent of the MoU is to record the agreements to date between the NZTA and Nga Hapū o Ōtaki and Ngāti Raukawa in relation to the Project and to assist the NZTA to proceed with the successful completion of the Project's design and construction.

The MoU also outlines the protocols for collaborative actions and works agreed between the parties. The MoU is intended to be signed with Nga Hapū o Ōtaki and Ngāti Raukawa prior to construction commencing.