

Before a Board of Inquiry
MacKays to Peka Peka Expressway Proposal

under: the Resource Management Act 1991

in the matter of: Notice of requirement for designation and resource consent applications by the NZ Transport Agency for the MacKays to Peka Peka Expressway Proposal

applicant: **NZ Transport Agency**
Requiring Authority

Statement of rebuttal evidence of **Roderick James** (Regional State Highway Manager) on behalf of the NZ Transport Agency

Dated: 25 October 2012

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STATEMENT OF REBUTTAL EVIDENCE OF RODERICK JAMES FOR THE NZ TRANSPORT AGENCY

- 1 My full name is Roderick Samuel James.
- 2 I have the qualifications and experience set out at paragraphs 2-6 of my statement of evidence in chief, dated 7 September 2012 (*EIC*).
- 3 I confirm that I am authorised to give this evidence on behalf of the NZ Transport Agency (*NZTA*).
- 4 In this statement of rebuttal evidence, I respond to the evidence of:
 - 4.1 Mr Brendan O’Sullivan on behalf of himself (submitter number 675);
 - 4.2 Mr Benjamin Ngaia on behalf of the Takamore Trustees (submitter number 703); and
 - 4.3 Ms Sasha Walters on behalf of the New Zealand Historic Places Trust (*NZHPT*) (submitter number 647).
- 5 Consistent with my *EIC* I have referred to the MacKays to Peka Peka Expressway Project as “the Project” in this rebuttal evidence.

EXECUTIVE SUMMARY

- 6 Mr O’Sullivan states in his evidence that he believes the public were deliberately, and potentially criminally, deceived about the options being consulted upon.
- 7 I am very concerned about this allegation being made against the NZTA. As stated in my *EIC*, I would like to re-iterate that the NZTA must uphold its statutory obligation under the Land Transport Management Act 2003 (*LTMA*) to exhibit a sense of social and environmental responsibility. I am confident that the NZTA has achieved this in all of its consultation with the public on the Project.
- 8 In response to the evidence presented by Mr Benjamin Ngaia that “...we do not believe that consultation is the way in which you avoid, remedy or mitigate adverse effects. Consultation is a means to an end”, I agree entirely. The NZTA unequivocally recognises the significance and relationship of the Takamore wāhi tapu area to local tangata whenua, Te Ati Awa ki Whakarongotai and the Takamore Trust as kaitiaki of the wāhi tapu.
- 9 The NZTA, both face-to-face and through its representatives, has actively sought to develop measures that will mitigate identified impacts as best it can, and to fully involve those who have stewardship and guardianship responsibility for the wider wāhi tapu area including the Takamore urupā in a fitting manner.

EVIDENCE OF SUBMITTERS

Response to Mr O’Sullivan (submitter number 675)

- 10 Mr O’Sullivan questions the legitimacy of the consultation undertaken by the NZTA prior to deliberating and adopting the chosen Expressway alignment, and states that:
- I believe Crown Ministers, public servants, and several local business and political people to have been complicit in this deception.¹*
- 11 Mr O’Sullivan cites the Colmar Brunton telephone survey conducted in November 2009 as an example of such deception, stating that “*arguably an actual crime has been committed*” in the manner in which the telephone survey was undertaken.²
- 12 Given the seriousness of the allegation, I consider that I am duty bound to respond.
- 13 As stated in my EIC, I would like to re-iterate that the NZTA must uphold its statutory obligation under the LTMA to exhibit a sense of social and environmental responsibility.³ Once again, I am certain that this has been achieved.
- 14 I acknowledge that the word Expressway was not included in the description of the Western Link Road option used in the Colmar Brunton telephone survey. With the advantage of hindsight, it is obvious that this was an unfortunate oversight. However, the omission of the word “Expressway” was not a deliberate deception or criminal act as suggested by Mr O’Sullivan.
- 15 However, as identified by Mr O’Sullivan,⁴ the telephone surveyors were briefed to state that “*...The information collected in this survey will be added to all input received on the proposed **expressway** – all of which will be taken into consideration by the New Zealand Agency.*”
- 16 As discussed at paragraphs 86-92 of my EIC, significant consultation was undertaken in August - October 2009, immediately prior to the telephone survey, regarding four lane expressway options. Throughout this consultation process, it was made very clear that NZTA was consulting on an expressway option. This was clearly reflected in the brochure and material produced for the consultation process.

¹ Page 3 of Mr O’Sullivan’s Evidence in Chief under the heading “Legitimacy issues evidence”.

² Final paragraph, page 3 of Mr O’Sullivan’s evidence.

³ Section 96, LTMA.

⁴ Paragraph 1, page 4 of Mr O’Sullivan’s evidence.

- 17 I note that the Colmar Brunton survey report records that 65% of respondents interviewed sounded sure that they remembered seeing the October 2009 NZTA brochure, and that a further 10% vaguely remembered seeing the brochure.⁵
- 18 For completeness I record that, while the results of the phone survey were provided to the NZTA Board, it was only one part of the consultation material and findings reported to the NZTA Board prior to it arriving at its decision.

Response to Mr Benjamin Ngaia on behalf of the Takamore Trustees (submitter number 703)

- 19 At paragraph 9 of his evidence, Mr Ngaia states “...we do not believe that consultation is the way in which you avoid, remedy or mitigate adverse effects. Consultation is a means to an end.”
- 20 The NZTA agrees with this statement. In accordance with its obligations under the RMA and section 18G of the LTMA, and its responsibilities under the Treaty of Waitangi which it takes very seriously, the NZTA has undertaken to consult in good faith with Māori affected by the Project, in particular the Takamore Trustees. However, the NZTA does not consider that this consultation equates to mitigation of the adverse effects the NZTA recognises the Project will have on the Takamore wāhi tapu and the surrounding area.
- 21 During the consultation process, the NZTA has undertaken negotiations with the Trust to try and reach agreement as to the mitigation to be provided. At the time of writing this statement, unfortunately no agreement has been signed between the NZTA and the Trust despite the best endeavours of both parties.
- 22 The detail of the mitigation discussed and the ongoing commitment to continue working with the Trust is detailed in a letter sent from the Project Alliance to Mr Ngaia (as the Chairman of the Takamore Trustees), attached to **Dr James Bentley’s** rebuttal statement.
- 23 The NZTA appreciates the importance of the Trustee’s kaitiaki and the fact that the Board will need to consider mitigation in relation to the effects the Project may have on the Takamore wāhi tapu and surrounding area. Therefore, the NZTA has developed an alternative proposal for mitigation. The detail of the mitigation proposal is discussed in the rebuttal evidence of **Mr Robert Schofield** and **Mr Amos Kamo**.

Response to Ms Sasha Walters on behalf of the New Zealand Historic Places Trust (submitter number 647)

- 24 Ms Walters’ evidence will be addressed by **Mr Schofield**, **Dr Bentley** and **Mr Kamo**. However, I wish to briefly respond to her conclusion at paragraph 147 that:

⁵ Page 18 Colmar Brunton Report - New Zealand Transport Agency – Kapiti Coast Survey – December 2009.

In my view, the proposed Mackays to Peka Peka expressway passing through the registered Takamore wahi tapu area is incompatible with its values as a wahi tapu area registered under the HPA.

- 25 I had not understood this to be NZHPT's position. At the time NZHPT reviewed the extent of the registered Takamore Wāhi Tapu Area, there was a constructive exchange of letters between the NZTA and NZHPT which recognised the co-existence of a roading designation with the extended area. I have attached those letters to this statement of evidence as **Annexure A**.



Roderick Samuel James

25 October 2012

**ANNEXURE A – EXCHANGE OF LETTERS BETWEEN THE NZTA
AND NZHPT REGARDING THE EXTENSION OF THE
REGISTERED TAKAMORE WĀHI TAPU AREA**



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4 November 2011.

Kaihautu
New Zealand Historic Places Trust
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Attention: Te Kenehi Teira

Re: Proposed Review of Registration of Takamore Wāhi Tapu Area, Waikanae (Record No. 9423)

Tena koe e te rangatira Te Kenehi

Thank you for your letters dated 5 September 2011 and 3rd October 2011, inviting the NZ Transport Agency (NZTA) to submit on a review that the New Zealand Historic Places Trust (NZHPT) is undertaking of the Takamore Wāhi Tapu Area.

As the NZHPT is aware, consistent with the Government Policy Statement on Land Transport Funding, the NZTA is seeking to develop the Wellington Northern Corridor 'Road of National Significance' between Wellington Airport and Levin. A section of this corridor traverses the Kāpiti Coast District. To develop this part of the corridor the NZTA is proposing to construct a new four lane expressway between MacKays Crossing and Peka Peka that would affect a small part of the current registered Takamore Wāhi Tapu Area (the project is known as the MacKays to Peka Peka Expressway, or M2PP). Given this, NZTA welcomes the opportunity to respond to the proposal to extend the area of land contained within the registered Takamore Wāhi Tapu Area. Having carefully considered the relevant information supplied by the NZHPT, and the outcomes of NZTA's engagement with the Takamore Trust and Te Ati Awa ki Whakarongotai to date, the NZTA would like to offer its qualified support to the proposal.

To assist the NZHPT to understand the basis for the NZTA arriving at this view, information on the M2PP project that is relevant to the review is set out to provide the context (with further details in Appendix 1 to this letter). Further commentary concerning the specifics of the Wāhi Tapu registration review is then provided, including a further explanation of NZTA's position.

Context Relevant To Registration Review

During the course of the last 18 months, the NZTA and the M2PP Alliance project team, in conjunction with mandated representatives of the Takamore Trust and Te Runanga o Ati Awa ki Whakarongotai Inc, have been engaged in extensive dialogue concerning the MacKays to Peka Peka Expressway project, the cultural precinct north of the Waikanae River, and wider iwi interests across their rohe. The response that NZTA has received from these entities regarding this interaction is that it has been genuine, respectful and comprehensive. As the Takamore Trust are the

acknowledged kaitiaki over the wider Takamore Cultural Heritage Precinct¹ (inclusive of both the existing, Wāhi Tapu Area and the proposed extension to that area), further detail regarding specific engagement with this entity is set out in Appendix 2.

This engagement has been primarily directed towards finding an appropriate alignment for the new State Highway 1 Expressway through Kapiti Coast District, particularly one that would reduce the potential impact of the project on the cultural precinct north of the Waikanae River in the vicinity of the registered Takamore Wāhi Tapu Area.

To help identify and understand the issues associated with the alignment options from an iwi perspective, NZTA and Alliance Team representatives have engaged in an extensive consultation process. This engagement has included attending hui a iwi at Whakarongotai marae, site visits to places of cultural significance and regular one-to-one discussions with the mandated representatives of Takamore (Mr Ben Ngaia) and Te Runanga o Ati Awa ki Whakarongotai Inc (Mr Daniel Mullen). In addition to the significant contribution this has made to informing our understanding of the issues, the information derived from this engagement also provided a critical input into the assessment of alternative route options for the M2PP project.

The Takamore Trust and Te Runanga o Ati Awa ki Whakarongotai Inc have made it clear during these discussions that they would prefer it if no road traversed this area, but in saying this they have also acknowledged that the NZTA faces major challenges concerning existing State Highway 1. The proposed alignment the NZTA is in the process of developing, while not ideal from an iwi perspective, is considered to be a major improvement over the impact that would have resulted from the previously consented and designated Western Link Road alignment. The designation for the Western Link Road traverses the centre of the current registered Wāhi Tapu Area.

During the course of these discussions representatives from both entities did, however, signal to the NZTA that the extension of the boundaries of the registered Wāhi Tapu Area to recognise the wider cultural precinct beyond the current area could serve as a useful adjunct to the proposal. The review request that has been lodged by the Takamore Trust, and that is currently under consideration by the NZHPT, therefore represents a progression of these discussions. The NZTA acknowledges the importance of the wider cultural precinct to the Takamore Trust and Te Ati Awa ki Whakarongotai and in response has initiated steps to improve recognition and facilitate management of this area by tangata whenua.

In particular, the NZTA is working with the Takamore Trust and Te Runanga o Ati Awa ki Whakarongotai Inc to pursue mechanisms which give effect to iwi rangatiratanga and strengthen the exercise of kaitiakitanga over the wider cultural heritage precinct. This forms part of a range of mitigation measures that are currently being developed for the project. Although this process is well advanced, it is yet to be finalised. Draft mitigation proposals have been provided to both the Takamore Trust and Te Ati Awa ki Whakarongotai, and NZTA understands that they have been generally well received, with successful conclusion of negotiations anticipated in the next few months.

¹ As formally agreed to by Te Runanga o Ati Awa ki Whakarongotai Inc and the Takamore Trust, March 2011

Ongoing discussions and negotiations regarding the wider Takamore cultural precinct have also been informed by draft Memoranda of Understanding that NZTA is in the process of finalising separately with the Takamore Trust and Te Runanga o Ati Awa ki Whakarongotai Inc.

Wāhi Tapu Registration Review

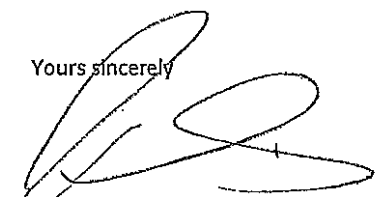
The NZTA understands from its discussions with Takamore Trust that its purpose in seeking an extension to the currently registered Wāhi Tapu Area is to better recognise and protect the iwi cultural values associated with this area concurrent with any agreements reached regarding the proposed Expressway. NZTA is agreeable with this approach on the basis that all parties acknowledge that viable Expressway alignment options are severely limited through Waikanae.

Moreover, NZTA considers that the Expressway project as whole, including the mitigation and other measures which are likely to form part of that project, will support and enable better recognition and management of iwi cultural values in this area through extending and strengthening the exercise of kaitiakitanga.

In offering its qualified support for the proposed extension of the Wāhi Tapu Area, NZTA would request that the Māori Heritage Council and the NZHPT recognise the comprehensive and in-depth approach that NZTA has adopted to engaging and seeking agreement with the Takamore Trust and Te Ati Awa ki Whakarongotai. On this basis, NZTA confirms that it considers any extension to the Wāhi Tapu Area to be complementary to the realisation of the Expressway.

If it would assist, NZTA would further welcome the opportunity to discuss its position with the NZHPT or the Māori Heritage Council. Should this be the case, please feel free to contact either Selwyn Blackmore (Principal Project Manager RoNS Development) or Dean Ingoe (Senior Resource Planner RoNS) on +64 4 931 8918.

Yours sincerely



Rod James
State Highway Manager - Wellington
New Zealand Transport Agency

Appendix 1

Overview of the MacKays to Peka Peka Expressway Proposal

Evaluation work in 2009 for NZTA concluded that upgrading the existing State Highway 1 to Expressway standard would unacceptably impact hundreds of properties, as well as ecological and heritage sites along the State Highway corridor. It would also have entailed significant construction difficulties, as well as impacting on the town centres at Paraparaumu and Waikanae. NZTA therefore identified its preference for a route that generally followed the corridor of relatively undeveloped land between the beach and inland settlements of the Raumati, Paraparaumu and Waikanae urban area. This corridor had historically been set aside and protected for the route of the Wellington to Foxton motorway dating back to the 1950s, and then subsequently by the Western Link Road designation.

In defining a specific alignment for the proposed Expressway within the preferred route, a complex range of values and considerations have been identified and assessed to inform the decision-making process for the Expressway. These span social, cultural, heritage, economic and environmental matters, plus urban and rural area growth management needs and private property impacts.

NZTA engaged, via an Alliance, specialists across these various disciplines and tasked the Alliance with finding the optimal Expressway solution to take forward for statutory approvals.

The Alliance is to develop this section of the Wellington Northern Corridor RoNS through securing:

- a safer state highway route (the M2PP section of existing State Highway 1 averages between 70 to 90 crashes a year, including several fatalities over the last five years);
- better network resilience in the face of natural disaster risks (for example, avoiding reliance on just one north-south bridge across the Waikanae River;
- a route that can cope with long-term growth of the Kāpiti Coast and wider region and is not compromised by multiple direct property access points as is currently the case;
- a project that can be justified as value for money (consistent with the NZTA's statutory obligations under the Government Roadway Powers Act 1989); and
- in pursuing the above seeking to be sensitive to, and respectful of community values and aspirations, and all relevant statutory assessment requirements.

Engagement and consultation with Kāpiti communities, including iwi, has informed evaluation work such as use of multi-criteria assessment for informing recommendations and the decision-making. The evaluation process has also had regard to the various statutory considerations.

The feedback from both the Takamore Trust and Te Ati Awa ki Whakaronogotai was that, in the event that the Expressway needed to be routed through this part of Waikanae, any alignment east of the urupā would be viewed as less detrimental when compared to the designated Western Link Road alignment that currently bisects the registered Wāhi Tapu Area.

Informed by this feedback NZTA evaluated the route choices east of the urupā (refer to Figure 1 below), including the proposed option and another option to the east of the Maketu Tree (Eastern

Option). The more eastern alternative was determined, on balance, to be inferior. Significant factors underpinning this conclusion were that:

1. it would have necessitated a greater degree of private property disruption (17 additional properties);
2. it would have required displacement of the historic Greenaway Homestead;
3. it would have involved the alienation through the Maori Land Court of a greater number of Maori land holdings through the centre of the former Tuku Rakau Village; and
4. it would present a number of Expressway geometry design difficulties at the Te Moana Road Interchange.

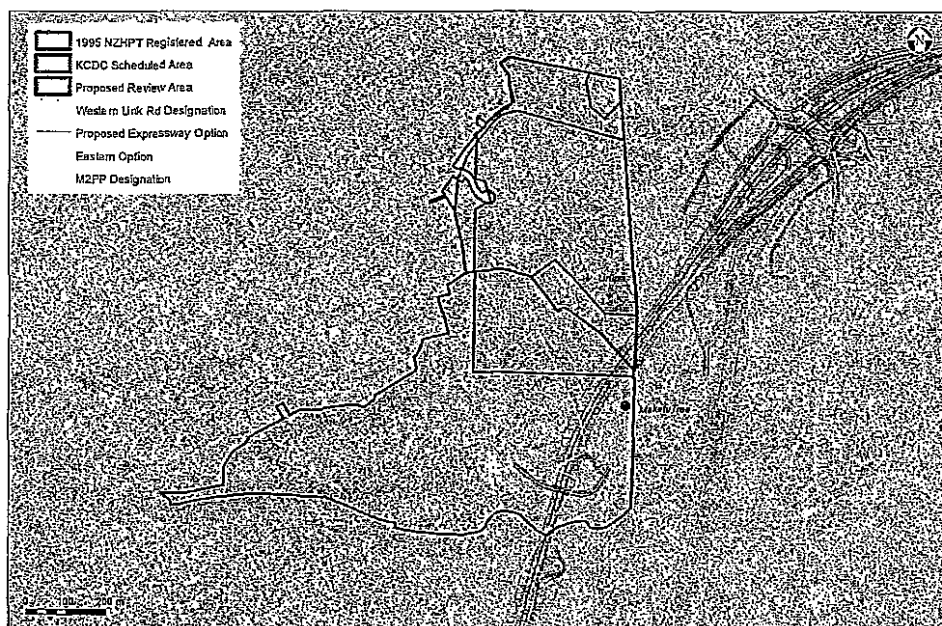


Figure 1: Takamore Wāhi Tapu Area – Alternative Route Options Considered

(Note: the extent of M2PP designation is currently proposed to be reduced post-construction)

Appendix 2

Engagement with the Takamore Trust

The following table sets out the engagement that has been undertaken with the Takamore Trust through the course of developing the M2PP proposal.

Number	Description of Engagement	Date
1	Initial Meeting at Port Nicholson Trust Office with Ben Ngaia attended by Amos Kamo (Alliance) and Frank Fernandez (NZTA). Project overview and discussion on way forward.	12 August 2010
2	Meeting 2 at Port Nicholson Trust Office – further overview of the project, proposed route and alignment maps provided.	26 August 2010
3	Meeting 3 at Port Nicholson Trust Office – follow up from initial engagement meeting. Discussion regarding engagement principles.	9 September 2010
4	Meeting 4 at Port Nicholson Trust Office – Further information provided (request for Takamore Trust representation at Hui a iwi – Whakarongotai Marae 7-9 October).	26 September 2010
5	Hui a iwi – Weekend hui at Whakarongotai Marae to present the project to wider iwi stakeholder group – includes Takamore Trust.	7-9 October 2010
6	Meeting 5 - with representatives of the project team at Whitmore St Office – includes consents and approvals, design and engineering team members.	28 October 2010
7	Meeting 6 at Port Nicholson Trust Office - with Mary O'Keeffe (project archaeologist), overview of proposed assessment methodology provided.	18 November 2010
8	Meeting 7 at Port Nicholson Trust Office – again with Mary O'Keeffe to discuss archaeological matters within the Takamore cultural heritage precinct.	9 December 2010
9	Meeting 7 – Amos Kamo and Ben Ngaia (Lunch meeting at Thistle Inn) final year meeting and discussion on way forward for 2011.	23 December 2010
10	Meeting 8 at Port Nicholson Trust Office - Discussion on draft Memorandum of Understanding (Takamore Trust and NZTA).	13 January 2011
11	Meeting 9 at Port Nicholson Trust Office - Follow up discussion on draft Memorandum of Understanding (Takamore Trust and NZTA).	27 January 2011
12	Meeting 10 at Port Nicholson Office – Meeting to discuss potential mitigation options, meeting attended by Jim Bentley (project manager) Robert Schofield and Graham Spargo (consents and approvals managers)	14 February 2011
13	Meeting 11 at Port Nicholson Office – Further discussion Meeting on proposed mitigation options, Ben Ngaia, Jim Bentley and Amos Kamo.	24 February 2011

² All meetings were attended by Amos Kamo, M2PP Project Senior Cultural Heritage Adviser/Environmental Planner

14	Hui a iwi – Whakarongotai Marae. Presentation of proposed mitigation options to assembled representatives of the Takamore Trust. The presentation was attended by various project technical advisers in ecology, archaeology, engineering, construction, design, etc.	23 March 2011
15	Meeting 12 at Port Nicholson Trust – presentation of revised mitigation proposal to Ben Ngaia, attended by Jim Bentley and Amos Kamo.	31 March 2011
16	Meeting 13 - Meeting with Mr Leo Watson (Takamore Trust Legal Counsel) Paikakariki. Meeting attended by Mr Leo Watson, Ben Ngaia, Lisa Ngaia, Amos Kamo, Jim Bentley, and Jane Black. Meeting to establish Leo Watson's role as legal counsel to the Takamore Trust.	6 April 2011
17	Meeting 14 at Port Nicholson Trust – Further discussion with Ben Ngaia concerning the mitigation proposal.	13 April 2011
18	Meeting 15 at Port Nicholson Trust – Further discussion with Ben Ngaia concerning the mitigation proposal.	10 May 2011
19	Meeting 16 at Port Nicholson Trust – Further discussion with Ben Ngaia concerning the mitigation proposal.	25 May 2011
20	Design workshop – Whitmore St includes representatives from Te Ati Awa ki Whakarongotai and affected Maori land owners.	16 June 2011
21	Meeting 17 at Port Nicholson Trust – Final design meeting before design freeze. Discussion with Ben Ngaia on issues within the Takamore Cultural Heritage Precinct.	7 July 2011
22	Meeting 18 At Port Nicholson Trust – attended by Mr Leo Watson and Jim Bentley. Discussion on final decision making re: preferred alignment option through the Takamore Cultural Heritage Precinct.	14 July 2011
23	Meeting 19 At Port Nicholson Trust – discussion with Ben Ngaia concerning the preparation of a cultural impact assessment (CIA) on behalf of the Takamore Trust.	27 July 2011
24	Meeting 20 At Port Nicholson Trust - discussion re: the contract for service for the preparation of the cultural impact assessment (CIA)	25 August 2011
25	Meeting 21 At Port Nicholson Trust - review draft cultural impact assessment (CIA)	1 September 2011
26	Meeting 22 At Port Nicholson Trust - mitigation meeting (Ben Ngaia, Jim Bentley, Amos Kamo)	7 September 2011
27	Meeting 23 At Port Nicholson Trust - mitigation meeting (Ben Ngaia, Jim Bentley, Amos Kamo)	23 September 2011
28	Meeting 24 At Port Nicholson Trust - mitigation meeting (Ben Ngaia, Jim Bentley, Amos Kamo)	29 September 2011



17 November 2011

Mr Rod James
NZ Transport Agency
PO Box 5084
WELLINGTON 6145

Dear Sir

**PROPOSED REVIEW OF REGISTRATION OF TAKAMORE WAHI TAPU
AREA, WAIKANE**

Thank you for submissions dated 4 November 2011 and your support for the proposed extension of the Takamore Wahi Tapu Area. I wish to acknowledge receipt of your letter and to advise that we are now preparing the registration report for consideration by the New Zealand Historic Places Trust (NZHPT) Maori Heritage Council and would like to respond to points that you have raised in your submissions.

In your submission, you refer to the four lane MacKays to Peka Peka Expressway Project (referred to as M2PP) and noted that the project, including mitigation and other measures will support and enable better recognition and management of iwi cultural values in the Takamore area through extending and strengthening the exercise of kaitiakitanga. Wahi Tapu registrations recognise a set of historical and cultural values that iwi and hapū associate with a place. The Takamore Wahi Tapu Area is still very much an integral part of the cultural landscape of Te Ati Awa ki Whakarongotai in general, and Otaraua hapū in particular. The Māori Heritage Council recognises that Māori communities are the primary kaitiaki of their land-based and built heritage and endeavours to work alongside hapū and iwi communities wherever possible.

The NZHPT acknowledges that the proposed Alliance Expressway Project (M2PP) co-exists within the revised wahi tapu area and traverses the centre of the current registered wahi tapu area. We also acknowledge that registration of the extended wahi tapu area will not undermine the implementation of the Western Link Road Designation and that viable Expressway alignment options are severely limited through Waikanae. Furthermore, you noted in your letter that the Takamore Trust and Te Ati Awa ki Whakarongotai considers any extension to the wahi tapu area to be complementary to the realisation of the Expressway.

Thank you for offering your availability to discuss your position with the Māori Heritage Council. Please note there is no provision within the Historic Places Act 1993 for oral submissions to the NZHPT Board or Council. However, your submission will be provided to the Māori Heritage Council for their consideration

New Zealand Historic Places Trust
Pouhere Taonga



The registration proposal, including the report and all submissions, will be considered by the Māori Heritage Council at the next meeting on 14 December 2011.

Naku noa, na

Te K. Teira

Te Kenehi Teira
Kaihautu
New Zealand Historic Places Trust Pouhere Taonga
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"Saving Our Past For Our Future"



17 November 2011

Dr Gael Ferguson
Kapiti Coast District Council
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PARAPARAUMU 5254

Dear Sir

**PROPOSED REVIEW OF REGISTRATION OF TAKAMORE WAHI TAPU
AREA, WAIKANE**

Thank you for submissions dated 12 October 2011. I wish to acknowledge receipt of your letter and to advise that we are now preparing the registration report for consideration by the New Zealand Historic Places Trust (NZHPT) Maori Heritage Council and would like to respond to issues that you have raised in your submissions.

In your submission, you noted that the Kapiti Coast District Council registration of the proposed Takamore Wahi Tapu Area will not undermine the implementation of the Western Link Road (WLR) Designation or the existing resource consents that the Council holds in relation to the WLR. Also, the Council does not necessarily accept the correctness of all the material contained in the review report.

Wahi Tapu registrations recognise a set of historical and cultural values that iwi and hapū associate with a place. NZHPT acknowledges that the WLR Designation co-exists within the revised wahi tapu area and traverses the centre of the current registered wahi tapu area. Registration of the extended wahi tapu area will not undermine the implementation of the WLR designation or any related resource consent applications. In light of your comment about the material contained in the report, I note that the Council does not wish to comment on the detail of the report. The NZHPT is willing to amend the report to ensure the information contained in the report is accurate. Should you wish to make any comments, please provide us with the necessary details.

The registration proposal, including the report and all submissions, will be considered by the Māori Heritage Council at the next meeting on 14 December 2011.

Yours sincerely,

Te Kenehi Teira
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