

Technical Report 13

Raukura Consultants – Cultural Impact Assessment



Raukura Consultants

CULTURAL IMPACT REPORT

WELLINGTON AIRPORT LIMITED – SOUTH RUNWAY EXTENSION



RONGOTAI – HUE TE TAKA

IN ASSOCIATION WITH PORT NICHOLSON BLOCK SETTLEMENT TRUST,
WELLINGTON TENTHS TRUST, TE RUNANGA O TOA RANGATIRA AND TE
ATIWA KI TE UPOKO O TE IKA A MAUI POTIKI TRUST (MIO)

MARCH 2016

CULTURAL IMPACT REPORT

WELLINGTON AIRPORT – SOUTH RUNWAY EXTENSION RONGOTAI – HUE TE TAKA

TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
THE PROJECT	4
KEY MAORI VALUES ASSOCIATED WITH THIS AREA	6
FISHING AND FISHERIES IN THE AREA	7
MARINE FLORA.....	9
BLACK-BACKED GULLS.....	9
WATER QUALITY	10
<i>Consultation</i>	11
RECREATION USE OF THE AREA	11
COMMERCIAL MATTERS	12
CONCLUDING COMMENTS.....	14
RECOMMENDATIONS	15
BIBLIOGRAPHY.....	16
APPENDIX I- ACCIDENTAL DISCOVERY PROTOCOL	17
DISCOVERY OF TAONGA	17
CONTACTS	17
TANGATA WHENUA CONTACTS	17
HERITAGE NEW ZEALAND	18
MINISTRY FOR CULTURE AND HERITAGE:.....	18
APPENDIX II - MAORI SITES OF SIGNIFICANCE IN THE AREA	19
APPENDIX III - EARLY MĀORI HISTORY	24
<i>Motu Kairangi – the Island</i>	25
APPENDIX IV - TANGATA WHENUA OF WELLINGTON TODAY	28

© Raukura Consultant

EXECUTIVE SUMMARY

1. The proposal to extend Wellington Airport's runway south into Te Moana o Raukawakawa/Cook Strait follows the 90 metre extension and road tunnel built in 2006. Earlier work into Cook Strait occurred from 1953 to 1959 when the modern airport was constructed with a 1630 m runway. A further reclamation to the south was done in 1972 to accommodate DC 8 aircraft. The south end of the runway requires substantial seawall protection into Cook Strait.
2. The proposal is to extend by some 350 metres the existing runway and safety area with large rock dyke at the south end into Cook Strait being constructed with reclamation behind the dyke. The new runway would have an effective length of 2300 metres. This would accommodate the larger Code E aircraft such as Boeing 777 or Airbus A320 as well as longer haul Code E aircraft.
3. This area has a very long association with the earliest Maori and in fact the very early Polynesian explorers lead by Kupe. That places near the proposed extension such as Te Tangihanga a Kupe or Barret Reef in the channel into Wellington Harbour carry that ancient history and the stories that brought Maori to Aotearoa. The old Pa such as Rangitatau overlooks the site today from the headland just to the east. Hue te Taka the small peninsular becomes an island at high tide and provides a large area of reef as it projects into the Cook Strait. It provides shelter for the embayment which once received Wellington's untreated sewage. That embayment provides a launching point for spear fishermen who hunt butterfish and other species by diving from the shore.
4. Tarakena Bay has been associated with Rangitatau and Poito Pa and would have been a tauranga waka as it is today with a well-used boat ramp for recreational fishers and safety craft for the airport.
5. Lyall Bay itself was known as Hue te Para. Under the current runway was the rocky outcrop named Moa Point. That name was subsequently used for other places around the area including the southern end of Hue te Taka. Moa bones were certainly found in this area and probably date back to when Motu Kairangi was an island.
6. The development will be into an area once rich in fisheries habitat with koura/rock lobster and paua common along with various fin fish species. If designed correctly a breakwater/dyke could in time become colonised as a reef, not unlike the rocky shore that once existed in the area. From the iwi perspective the loss of fisheries habitat from the South Coast would be very small and the development would have little impact on

the customary fishery or the commercial fishery. The development would not significantly impact the rocky shoreline of the adjacent headland Hue te Taka which runs broadly parallel to the proposed extension.

7. There are few Maori sites of significance in the immediate vicinity however nearby Hue Te Taka is significant as a part of the nearby Rangitatau Pa on the headland above Tarakena Bay. The whole embayment of Hue te Para or Lyall Bay had significance even back to the time that Motu Kairangi was an island with a channel through the isthmus at Kilbirnie called Te Awa a Taia. This area has tectonically uplifted several times including the event Maori called Hao-Whenua around 1450 which lifted the isthmus and joined the Island to the mainland.

THE PROJECT

8. Wellington Airport plans to extend the current runway some 350 metres to the south to enable the safe landing of long-haul planes. The extension would protrude into Lyall Bay directly off the existing runway covering an area of some 12 hectares at the toe of the dyke. It would extend out more or less parallel with the peninsula called Hue Te Taka. Hue te Taka however protrudes well clear of the proposed runway extension.
9. Wellington Airport operates on a constrained 110 hectare site in Rongotai, a residential suburb within 8 kilometres of the centre of Wellington City. The Airport has a single 1945¹ metre-long runway, with 90 metre Runway End Safety Areas at each end of the runway, and is bounded by water at either end. Operational restrictions also apply due to the limited area and location of the airport relative to surrounding high terrain.
10. Notwithstanding the present plans to extend the runway to enable long-haul travel and its resultant benefits, Wellington Airport in its current configuration has a vital role to play in Wellington's success as a driver for a modern economy. It is a gateway for millions of residents, visitors and business travellers every year, connecting our capital city to all parts of New Zealand and to Australia, the Pacific and onwards to the rest of the world.

¹ TORA (Take Off Runway Available)

11. The Airport is also a generator of economic growth, providing business and employment opportunities on site as well as in the city and the wider Wellington Region.
12. Over the last 15 years, WIAL has invested over \$250 million in runway safety, terminal upgrades and other facilities. These improvements have seen near doubling of passenger numbers to over 5 million passengers per annum, with WIAL currently hosting over 5.3 million passengers a year, and more than 7 million visitors in total. In 2013 (financial year to March), 4.6 million of the passengers were domestic and 0.7 million were international.
13. The construction will involve the establishment of the outer perimeter of the proposed runway extension as a dyke constructed of 24 -34 tonne cast concrete accropods as the primary armouring layer of some 2.0 metre thick around the enclosing structure on the seaward side. Below that outer layer will be a secondary armour layer of around 2 metres thick to help resist the wave action of the Wellington's South Coast. The dyke will form the perimeter for the reclamation to be filled in behind it with hard fill to form the base of the new piece of runway. The new runway will be designed in much the same way as the present runway to take the impact of the long-haul planes landing. Large volumes of fill will be required along with the precast concrete armouring elements called accropods.



Graphical representation of the proposed runway extension.

Note the Wellington wastewater treatment plant in the foreground.

14. Construction will leave much of the surrounding rocky shoreline to the east of the runway extension relatively undisturbed. That area extends around the Hue Te Taka Peninsula and has for centuries been a nursery for the surrounding Cook Strait. Maintaining the rocky shoreline and its habitat is part of maintaining the ecosystem of

that area including the habitat for koura/rock lobster, seaweeds, and other species which may be found in this area in their juvenile forms. In many ways the runway extension could be constructed in a manner that is not unlike the reef systems that project out into Cook Strait all along the Wellington South Coast.

KEY MAORI VALUES ASSOCIATED WITH THIS AREA

15. Maori have been associated with this area from the very first arrival in Aotearoa of the Polynesian explorer Kupe who is said to have visited around 850 AD. Although Kupe did not stay in Aotearoa, the stories of his visit remain particularly in the place names around the harbour entrance and into the harbour. Rocks in the entrance were names such as Te Aroaro a Kupe (now also called Steeple Rock) and similarly Te Tangihanga a Kupe (Barrett's Reef) and many others. Kupe probably would not have encountered people around Wellington Harbour, however Kupe and his crew and family spent considerable time in the region and around in Palliser Bay along with the Marlborough Sounds, before venturing back across the Pacific to his home islands around Rarotonga and Samoa. However his voyaging canoe Matawhaourua was to be remade and returned to Aotearoa renamed Ngatokimatawaorua – the re-adzed waka Matawhaorua. It is also acknowledged that the name Aotearoa was attributed to Kupe's wife Kuramarotini.
16. The airport land in Kupe's time was beneath the sea or was part of the island called Motu Kairangi. There was a channel through the isthmus in what is now part of the suburb of Kilbirnie. The channel was known as Te Awa a Taia and went through close to the hillside where Kilbirnie Park is situated. The Pa there was called Akau-tangi located near where Vallance Street is today. It is thought the island of Motu Kairangi connected to the mainland in an event called Haowhenua around 1450. This was a tectonic uplift not unlike the event that happened in Wellington in 1855. The uplift created the isthmus that is now Kilbirnie and Rongotai.
17. The southern end of the current Rongotai Airport hides a rocky reef that was known as Moa Point. The area was known for finds of Moa bones, some of which are in Te Papa Tongarewa and previously the old Dominion Museum. The name Moa Point was later associated with the place Wellington's untreated sewage discharged to Cook Strait, however this is now known as Lavender Bay. One of the strong drivers for the treatment of Wellington's sewage and the push for a long outfall were the important Maori cultural

sites in this area including Rangitatau Pa, Hue te Taka peninsular, Tarakena Bay, Poito Pa and the whole embayment of Lyall Bay.

18. Although Te Atiawa Māori were resident on the Miramar Peninsular at the time of the arrival of the New Zealand Company it was not considered as one of the main areas of occupation as there were no major Te Atiawa Pa or kaingā. This is probably one reason that no parts of the Wellington Tenth's Reserve were located on the Miramar Peninsula. Another reason could have been the very early involvement of the settlers, James Coutts Crawford, James Watt and William Molesworth. The New Zealand Company surveyors under Captain William Mein Smith divided the peninsula into 18 lots and these were bought by a small group of early settlers. A few Māori families remained living in the bays until around 1876 when moves were made to establish the township of Seatoun.



Maori group at Karaka Bay with the harbour entrance in the background.

19. From the earliest times of Maori settlement around Te Whanganui a Tara this was an area which had a great source of food including kaimoana and at one time the Moa. The ocean of Te Moana o Raukawa/Cook Strait provided challenges for fishers in waka, however this could be balanced with the easy access to shellfish and seaweeds from the shore.

FISHING AND FISHERIES IN THE AREA

20. This general part of the Wellington South Coast has strong traditional associations with both shell fishing and fin fishing for Maori and those associations remain today, however

the use of the area by fishermen is no longer limited to Maori. These areas of coastline from Point Dorset/Oruaiti around to Te Rae Kaihau were prime areas for paua, kina and koura/rock lobster as well as with fin fish, blue cod, red moki, blue moki, butterfish and tarakihi and in the deeper water hapuka/groper. The proposed development is now close to the Taputeranga Marine Reserve which has its eastern boundary near Te Rae Kaihau on the western side of Lyall Bay.

21. Divers including spear fishermen and uba divers use the area on a regular basis today. Much has changed in the area with the removal of the untreated sewage discharge close to shore at what was called Moa Point.



22. Commercial fishermen and charter boats do not frequent the area preferring the grounds around the outer reefs and out to the Nicholson Trench. Cook Strait has significant fisheries from the lucrative Hoki fishery and the rock lobster fishery. In the deeper waters of the Nicholson Trench a new King Crab fishery is being developed.

“For the unpublished report titled “Wellington South Coast Taiapure Project 1999 & 2000” Alison MacDiarmid and Rob Stewart from NIWA surveyed eight sites on the south coast of Wellington in 1999 and 2000. The eight sites were located such that three would fall within the MR and five were located east of the reserve boundary. Data for this report were collected on the size and abundance of five key species of fish: blue cod (*Parapercis colias*), red moki (*Cheilodactylus spectabilis*), blue moki (*Latridopsis ciliaris*), butterfish (*Odax pullus*) and tarakihi (*Nemadactylus macropterus*). Fish were counted using the underwater visual census (UVC) technique along a 45 m long by 5 m wide transect, yielding a survey area of 225 m². Data were also collected for size and abundance of rock lobsters along a 50 m long by 10 m

wide transect. Data describing size and abundance of paua and kina were collected along a 20 m long by 1 m wide transect. Transects were conducted at both “shallow” (4-8 m) and “deep” (18-22 m) locations. Four replicates were conducted at both depth strata at every site. Surveys were conducted once a year for two consecutive years. We believe that these data are very useful as baseline data.”

23. A much more comprehensive report of the fishery is provided by Aquatic Environmental Sciences, *Assessment of Ecological Effects of the reclamation and extension to Wellington Airport*, July 2015. It is noted that none of the common fish species are confined to Lyall Bay. The main species targeted by recreational fishers are: blue cod, terakihi, Kahawai, Jock Stewart, paua, rock lobster, butterfish and blue moki, however there is little of that activity in the area of the proposed airport extension.
24. It is expected that the impact on the fishery in Te Moana o Raukawa will be very low as this is not a very productive part of the overall fishery either for commercial, recreational or customary fish, shellfish and seaweed stocks.
25. Ngati Toa would like the re-location of sedentary fish from the area to be covered by the reclamation into another part of the fishery.

MARINE FLORA

26. The marine algae of this area are a vital part of the food chain with the macrocystis, the ulva lactuca/sea lettuce/karengo and many other being both habitat and food for species such as butterfish, paua and kina. Maori also ate and used the various seaweed from karengo to the rimurapa(bull kelp) which were used for preserving bags for various catches such as titi/muttonbirds. It is thought that will the right environment the new sea wall will be colonised by various algae and seaweeds to restore the ecosystem.

BLACK-BACKED GULLS

27. Wildlife Management International Ltd currently undertakes black-backed gull monitoring around the greater Wellington region on behalf of Wellington International Airport Ltd as part of their CAA requirement for wildlife management in regards to aircraft and passenger safety.
28. They have been completing annual surveys at a number of sites including Tapu-te-ranga, Siren Rocks, Palliser Spit, Pencarrow/Baring Head, Miramar Peninsula, Hue-te-taka, along the South Coast route, Makara and Petone (as well as industrial sites around Wellington Harbour) since 1996.

29. They have informed Wellington Tenth's Trust on what is planned for this season: the on-going monitoring and reduction of productivity of black-backed gull nests on Tapu-te-ranga and Siren Rocks at Island Bay.
30. Although this activity does not directly relate to any airport extension it is noted that Wellington Tenth's Trust has supported this activity on an on-going basis to limit the black-back gull population.
31. The iwi groups are not aware of any other bird population issues and if there would be any change to the bird-strike situation with the proposed work.

WATER QUALITY

32. With any construction activity in the coastal marine area the control of construction sediments will need to be controlled. The building up of the dyke system is often vulnerable to the violent southerly storms which are common on this coastline. The establishment of the dyke system as the breakwater will be vital to the success of the project. Once established the dyke system should contain all of the fill material and allow it to be dewatered through a fully controlled discharge system. It is not expected that there should be serious issues around maintaining the water quality in the surrounding water provided good construction techniques are used and appropriate conditions for construction are in place. Consent conditions on the treatment of supernatant water from the fill would be supported by the Trusts including Ngati Toa to ensure that low levels of sedimentation from the fill material is eroded into the bay and that iwi are kept informed of monitoring during construction.
33. Te Atiawa ki te Upoko o Te Ika a Maui Potiki (Iwi fisheries) Trust is supportive of the possible use of dredged aggregates from the Wellington harbour entrance channel for fill into this projects. It is recognised that for this to be achieved these two quite separate projects would need to harmonise in terms of the timing of consents and project approval and implementation. The dredge for the harbour channel would have dumped its loads out through the bottom of the dredge into deeper water in Cook Strait. Most of the dredged material would have to be deposited this way however a part of that could be brought around and pumped out as fill to be dewatered on site. From a cultural and fisheries perspective using the dredged material for fill has significant benefits.

34. The alternative in to truck in quarry aggregates from outside of Wellington City to fill the site. The dredge proposition would much reduce the need for trucking aggregates for fill and cause less pressure on the roading system through Wellington City.
35. Ngati Toa and Te Atiawa/Taranaki whanui would like to be informed of the source of the fill material when that is decided and have input at that time.

CONSULTATION

36. Te Atiawa/Taranaki Whanui ki Te Upoko o Te Ika a Maui or Taranaki Whanui are represented by both the Wellington Tenth's Trust and Port Nicholson Block Settlement Trust. Those two organisation have been consulted in the preparation of this report and with Wellington Airport Limited. Those organisations have within the the terms Taranaki whanui includes parts of Taranaki, Ngati Ruanui, and their Te Atiawa kin along with Ngati Tama and some others from Taranaki
37. Te Runanga o Toa Rangatira have provided a cultural impact for this proposal and the two reports should be read together. Ngati Toa like Te Atiawa migrated south in the early 19th century from Kawhia in Ngati Toa's case.
38. It is noted that although Ngati Ira and Ngai Tara had an historical interest in Wellington, this was not recognised as a claimable interest by the Waitangi Tribunal in its Wellington Report and they do not exist as modern tribes but are not represented by Ngati Kahungunu and Ngai Rangitane from the Wairarapa.²

RECREATION USE OF THE AREA

39. This part of Lyall Bay is particularly exposed especially with southerly swell regularly hitting the shoreline. Surfing and swimming is carried out inside the breakwater and the area proposed for reclamation is rarely used for swimming or surfing. It is also not used for activities such as waka ama or other types of waka. Voyaging waka use the harbour entrance and from time to time have entered Island Bay but not Lyall Bay. Recreation use by Maori is unlikely to be affected.

² Waitangi Tribunal, *Te Whanganui a Tara me ona Takawa: Report of the Wellington District*, 2003, p487- 493



COMMERCIAL MATTERS

40. Iwi Maori or Iwi Mana whenua like others in the community have significant commercial interests in and around Wellington. Both Te Atiawa/Taranaki Whanui and Ngati Toa have post-settlement entities and will be looking to grow the assets for the benefit of their extensive memberships. To that end there is a growing desire to have high quality transport infrastructure in the region from roads, railways, shipping and increasingly air transport and air passenger travel. Because of the effects of colonisation particularly in Wellington City the people of Te Atiawa/Taranaki whanui are now resident not only all around Aotearoa but also Australia and further afield. This means trustees and owners coming to meeting increasingly use air transport to get to the Wellington meetings. The small rock lobster industry has significant ownership interests by Maori including Ngati Toa and Te Atiawa/Taranaki whanui uses air freight to get to markets largely in China. Product at presents is routed out of Auckland Airport but is flown from Wellington. Although volumes are not large it is not an insignificant export from Wellington.



Rock Lobster

CONCLUDING COMMENTS

65. This 350 metre runway extension will protrude into an area of Lyall Bay already heavily modified and sites of significance to Maori would be not affected.
66. The proposal to extend the Wellington Airport runway could be regarded as simply a further extension of the existing runway which reclaimed this part of Hue te Para/Lyall Bay. That original reclamation in many ways had the much greater impact in that it covered entirely the rocky shoreline known as Moa Point. This proposal although occupying a significant area of the seabed in Lyall Bay impacts on flora and fauna in the Bay will be limited.
67. There are no Maori sites of significance covered directly by the proposed extension however the old place called Moa Point was located beneath the current runway. There are old Maori sites in the vicinity however including the peninsula, Hue te Taka will not be adversely affected.
68. The ancient Pa site of Rangitatau Pa overlooks the area as it would in ancient times as a stockaded clifftop Pa is a little distance away and will not be adversely affected.
69. The area generally over time has seen finds of taonga (carved stone and bone items) along with moa bones. Today they would be rare finds indeed, but having an accidental discovery protocol in place would cover the eventuality of a find of Maori cultural significance or indeed of archaeological significance.
70. If the new coastline created by the reclamation wall can be made as a site where the seaweeds of the area could establish and the nursery capability of the natural rocky shoreline could in part be duplicated in this development that would significantly mitigate any adverse environmental effects of the reclamation.
71. Iwi Maori also have responsibilities to provide cultural and commercial benefit to the iwi members which is enhanced by having and economically vibrant region. The extension of Wellington's airport and the international connections it will enable are likely to have widespread benefit to manawhenua iwi as well as the general population.

RECOMMENDATIONS

- a. That the contents of this report are noted and taken into account in the formulation of the assessment of effects on the environment (AEE).
- b. That Ngati Toa and Te Atiawa/Taranaki Whanui be involved in the development of the Environmental Monitoring Plan (EMP)
- c. The Port Nicholson Block Settlement Trust and Wellington Tenth's Trust consider that an archaeological site examination is not required for this site with respect to the pre-European archaeology only.
- d. A draft accidental discovery protocol for this development is included as Appendix I of this report. That draft protocol should be included as a condition of consent.
- e. That there is on-going consultation with iwi manawhenua through Wellington Tenth's Trust, Port Nicholson Block Settlement Trust and Te Runanga o Toa Rangatira through the consenting programme.
- f. Appropriate Maori cultural ceremonies will be required when the project is due to start. These can be arranged by contacting the iwi organisations.

BIBLIOGRAPHY

- i. Adkin, G Leslie, *The Great Harbour of Tara*, Whitcombe and Tombs Ltd, 1959
- ii. ATL = Alexander Turnbull Library collections
- iii. Best, Journal of the Polynesian Society, *The Land of Tara and they who settled it*, Vol 26 & 27, 1917 – 1919.
- iv. Boffa Miskell, *WTAL Proposed Runway Extension*, June 2014
- v. Mark James, Alison MacDiarmid, Jenny Beaumont, David Thompson, Aquatic Environmental Sciences Limited, *Assessment of Ecological Effects of the reclamation and extension to Wellington Airport*, July 2015
- vi. John Struthers, *Miramar Peninsula – A Historical and Social Study*, 1975
- vii. James W Stack, remarks on Mackenzie Cameron's theory respecting the Kahui Tipua, *Trans N Z Inst.* Vol XI, p 154
- viii. James Cowan, *The New Zealand Wars: A History of the Maori Campaigns and the Pioneering Period*: Volume I: 1845–1864
- ix. Jellicoe, Roland L, *The New Zealand Company's Native Reserves*, Government Printer, Wellington, 1930
- x. Kevin Jones, *Archaeological assessment of southern extension of runway for Wellington International Airport Ltd (WTAL)* May 2015
- i. National Institute for Water and Atmospheric Research Limited, *Wellington International Airport Runway Extension, Coastal Processes Assessment*, August 2015
- ii. Ward, Louis E. *Early Wellington*, Whitcombe and Tombs Ltd, 1928,
- iii. McClean, Robert A, *Te Whanganui-a-Tara, Foreshore Reclamations Report*, Waitangi Tribunal, Wai 145, I9
- iv. Smith, S Percy. *History and Traditions of the Māoris of the West Coast*, *Memoirs of the Polynesian Society*, 1910. pp 406 – 411
- v. URS, *Wellington International Airport, Runway Extension Study*, May 2014
- vi. Wellington Tenth's Trust, *GIS Map Book 2004*, Neville Gilmore, Ritihia Hailwood and Liz Mellish, November 2004.
- vii. Waitangi Tribunal, *Te Whanganui a Tara me Ōna Takinā*: Report on the Wellington District, 2003

APPENDIX I- ACCIDENTAL DISCOVERY PROTOCOL

If any archaeological site(s) are uncovered during physical works, the Project Manager will require the contractor to adopt the following protocol.

- a. Evidence of archaeological sites can include oven stones, charcoal, shell middens, ditches, banks, pits, and old building foundations, artefacts of Maori and European origin or human burials.
- b. Work shall cease immediately at that place.
- c. The Project Manager shall advise the Project Archaeologist, representatives of The Trusts, and the New Zealand Historic Places Trust (see below for contact details).
- d. Materials discovered will be removed by the Iwi responsible for the tikanga appropriate to their removal and preservation, or re-interment.
- e. Works affecting the archaeological site shall not resume until the NZ Historic Places Trust, the Police (if skeletal remains are involved) and Iwi Authority representatives have each given the appropriate approval for work to continue.
- f. The Contractor will allow the iwi authority representative(s) and the archaeologist(s) access to the site to carry out the responsibilities of this protocol.

DISCOVERY OF TAONGA

Maori artefacts such as carvings, stone adzes, and greenstone objects are considered to be taonga (treasures). These are taonga tuturu within the meaning of the Protected Objects Act 1975.

Taonga may be discovered in isolated contexts, but are generally found within archaeological sites, modification of which is subject to the provisions of the Historic Places Act.

If taonga are discovered the procedure set out for the discovery of archaeological sites (above) must be followed, and the following procedure will apply to the taonga themselves:

1. The area of the site containing the taonga will be secured in a way that protects the taonga as far as possible from further damage.
2. The Project Manager will then inform the Heritage NZ and the nominated tangata whenua representative so that the appropriate actions (from cultural and archaeological perspectives) can be determined.
3. Work may resume when advised by the Heritage NZ or the archaeologist.
4. The archaeologist will notify the Ministry for Culture and Heritage of the find within 28 days as required under the Protected Objects Act 1975. This can be done through the Auckland War Memorial Museum.
5. The Ministry for Culture and Heritage will consult with interested parties to establish claims for ownership. Ownership is ultimately determined by the Māori Land Court. If the taonga requires conservation treatment the Ministry for Culture and Heritage should be contacted immediately and their staff will make the necessary arrangements.

CONTACTS

The following is a list of the nominated contacts for the procedures outlined above. The Contractor shall finalise the details for the Project Archaeologist once this person has been appointed.

TANGATA WHENUA CONTACTS

Lee Rauhina-August – Port Nicholson Block Settlement Trust – 04 4723872

Morrie Love – Te Atiawa/Taranaki Whanui Ph: 0274 540148

Jeannie Smeaton – Te Runanga o Toa Rangatira Ph: 04 237 7922

HERITAGE NEW ZEALAND

Regional Archaeologist, PO Box 2629
04 494 8323.

MINISTRY FOR CULTURE AND HERITAGE:

David Butts
Senior Adviser Māori, Heritage Operations
Ph. 04 496 6339

following sites represent a long span of history and were not all occupied at a single point in time. The Maori population for a long period of time remained relatively small and grew only slowly. Some pa and kainga were destroyed in battle and others replaced them. These Pa and kainga were known and their location is known however not all of their history is known. Many of these places are not directly affected by this development proposal but provide a context for the world that had developed prior to the arrival of Europeans.

42. Much changed in this area after 1840. This land was not included as a part of the Wellington Tenths arrangements of the 1840s and the New Zealand Company sold a significant part of the peninsula to James Coutts Crawford before 1850. There was the lagoon which covered some 200 acres which JC Crawford set out to drain through a tunnel out to Evan's Bay.
43. **Motu-Kairangi, or Miramar Island**, was looked upon as the 'fostering parent' of the Ngāi-Tara folk, and to it all retreated on the approach of enemies. It was a particularly desirable place of residence so long as the tribe remained weak in numbers, and indeed until it became a peninsula. The bases of the talus slopes on the western side of Te Awa-a-Taia provided some cultivatable ground for the people. Māori occupation of the district was principally confined to the Miramar peninsula (and island) and the coast as far as Owhiro.
44. **Akau-tangi Pa** was situated approximately where Vallance Street joins Kilbirnie Crescent. Akau-tangi was a very old Pa site. The name probably meant the murmuring shore and is became applied more generally to Evan Bay. Older Admiralty charts of Port Nicholson the beach at the head of Evans Bay was name Tangi-akau.
45. **Maupuia Pā** – was a stockaded village on the narrow part of the Rongotai ridge probably where the Miramar Avenue cutting is today. It was occupied by Ngāti Hinepari hapu of Ngāti Kahungunu. The Pā was defended against an attempted sacking by Ngāti Apa.
46. **Orua-iti Pā** was located overlooking the entrance to Te Whangānui a Tara atop the hillside above Point Dorset. This small Pa had visual connection to both Rangitatau Pa on the cliff above Cook Strait and the matua Pa of Whetu Kairangi above Scorching Bay and Mahanga Pa where Fort Balance was later built. Signal fires could warn of approaching enemies eityh from Cook Strait or across the harbour

47. **Te Aroaro a Kupe** – Steeple Rock off Seatoun beach. The name was given at the time of Kupe’s visit to the area over 800 years ago. A long story is attached to the naming of this significant rock in the harbour entrance.
48. **Te Au a Tane** is the channel between Motu Kairangi and the Pencarrow coastline which is now the only entrance to Te Whangānui a Tara.
49. **Pae-whenua** was a kaingā located at Eve Bay west of Breaker Bay
50. **Te Tangihangā a Kupe** – Barrett’s Reef. The name relates to the mournful sound emanating from the rocks in a storm.
51. **Tarakena Bay** – was the site of the old Pilot Station in the Bay below Rangitatau Pā. Today this has a well-used boat ramp not dissimilar to its more ancient use as a Tauranga waka. This boat ramp is used by the airport in emergencies where a boat is required to be launched at this end of the runway. The name is often used for the entire embayment from Palmer Head through to Moa Point.
52. **Poito Pā** was a stockade village in the vicinity of Rangitatau being a Ngāti Ira village of the chief Takatua. This Pa site is just above Tatrakena Bay
53. **Te Awa a Taia** – The other entrance to the harbour was the Kilbirnie channel called Te Awa a Taia which made Te Motu Kairangi an island probably closed with the uplift/earthquake known as Haowhenua perhaps in the 15th century.
54. **Rangi-tatau Pā** - The old men have told us that one of the *Pā* or fortified villages of Tara, known as Rangi-tatau, was situated on the western side of the entrance to Port Nicholson, opposite Pencarrow Head. It was probably either on the hill at Palmer Head, or on the hill immediately west of the little stream at Tarakena, the old Pilot station between Lyall Bay and Seatoun. On both of these hills are to be seen signs of old time occupation. Those on the last mentioned hill are the most distinct, and included excavated hut sites in the form of small terraces, a small broken scarped face, originally part of the defences, and the butt of a *totara* post still in position.
55. The principal house in the Rangi-tatau *Pā* was named Raukawa. A small stream close by was known as Te Poti. A famous fishing rock off shore, where *hapuku* were caught, was called *Te Kai-whata-whata*.³ Kai whatawhata is about the drying of food such as fish however this place is in deep water and the fish would be brought ashore to dry and store.

³ Best, Elsdon *Journal of the Polynesian Society, Vol 27, Part II, The Land of Tara and they who settled it* pp 8-9

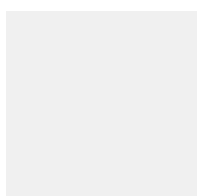
56. **Hue te Taka Peninsula** – this peninsula on the south coast could be seen as gourd shaped and perhaps hence the name near the original Moa Point now under the runway of Wellington Airport. The name *hue* is a gourd and the peninsula is ‘gourd shaped’ and *taka* is to fasten with the land fastened like a fish hook.
57. **Rotokura or Pārā Lagoon**/ Burnham Water. Drained by the late J. C. Crawford in 1847-49 by means of a tunnel piercing the ridge, thus allowing the lagoon waters to flow into Evans Bay. On the northern border of this lagoon a greenstone adze was found, and other stone adzes at Rima Street and Ira Street East, also the tusk of some sea creature at Park Road. At the junction of Devonshire Road and Princes Street a rib bone 15 inches long was found 20 feet below the surface. Evidences of old occupation were noted at George Street and May Street, and some other places; also on the hill top at Old Farm Road and Kings Road, and the cave at its base. Our early settlers found patches of bush in this gullies at the northern end of the lagoon, and those clumps of bush were occasionally frequented by pigeons and kākā.⁴
58. **Hue-te-para**/ Lyall Bay. Hue te Para was the name assigned by Crawford to the foreshore and sandy beach is not recognised by any Ngati-Awa or Wairarapa natives who were questioned twenty-five years ago, nor is the name Tapu-te-rangi known to them. Some interesting middens were formerly in evidence on the isthmus, and one still exists about ten chains south of Rongotai Terrace. On the eastern side portions of charred *moa* bones and pieces of egg-shell have been found a few chains from the beach. Moa and human bones have been found on the sands in past years.

⁴ <http://www.wcl.govt.nz/maori/wellington/landoftara10.html>



Alexander Turnbull Library, Sydney Charles Smith Collection (PA-Group-00242)
Reference: G 48242-1/2 Photograph by Sydney Charles Smith

59. Mr W. Capper has found numerous implements, a carved piece of whale's bone, twelve inches long, at the foot of Moa Hill, as the headland hill above Hua-te-taka is sometimes called; also a *moa* skull and toe bones near the quarry, *moa* bones and shell fragments at Māranui and the east side gullies, as also some stone adzes, one of which is greenstone. Most of these objects went to England. Mr Bourke found a piece of carved wood, probably belonging to a canoe on the isthmus. Mr. A. Hamilton found a well-worked piece of greenstone, *moa* egg-shell fragments, and jaw bones of *tuatara* near the site of Māranui School. Sand cut stones of curiously symmetrical form have been found in numbers on the isthmus, and the raised beaches of this area are an interesting feature of the place. Many stone knives of flake form have been found in common greywacke, a few flint specimens, and some obsidian knives.⁵



⁵ <http://www.wcl.govt.nz/maori/wellington/landoftara10.html>



Moa Point, Wellington, circa 1940s. ATL. This shows the 1940 Centennial Exhibition centre which was all eventually dismantled. What is of note is that at this time Rongotai Airport had not been developed and the original Moa Point is clearly visible at the eastern end of Lyall Bay later to be covered by the new runway.

APPENDIX III - EARLY MĀORI HISTORY

60. The Māori history of Te Upoko o te Ika a Māui, or the Wellington Region, is complex with many changes over the last 1000 years. The earliest Māori people said to be living in the region were called kāhui tipu, kahui maunga or maruiwi. Kahui tipua is a term used for early people – perhaps people who were pre-tribal Māori more in the ilk of the hunter gatherers known by some as the Moa hunters. The term kahui tipua or *kahui tupua* is said to mean ‘a band of terrestrial monsters’ – kā – hui – a gathering, flock or herd and tipua or tupua were goblins or from tupu – to grow or perhaps a creature which came from the earth.⁶ The term *kahui maunga* was used of a general collective of pre-tribal

⁶ James W Stack, remarks on Mackenzie Cameron’s theory respecting the Kahui Tipua, Trans N Z Inst. Vol XI, p 154

people from central to southern north island. The kahui maunga were related to the mountains/maunga of central north island including Tongoriro, Ruapehu and Taranaki.

61. The first person to visit and name places in Wellington was the Polynesian explorer Kupe. Kupe left a heritage of names which are still in use today. These include the islands in the harbour named for his nieces Mātiu and Mākaro (later called Somes and Ward). Kupe and his wider whanau (family) spent time around Te Upoko o te Ika along with trips to Te Wai Pounamu particularly around the Marlborough Sounds. Kupe named many places including many around the Miramar Peninsular: Te Tangihanga a Kupe (Barrett's Reef), Te Aroaro o Kupe (Steeple Rock), Te Ure o Kupe, and Te Turangānui o Kupe (Worser Bay). In the South Island there was: Tapuae o Uenuku in the Kaikoura Range; Arapāoa in the Marlborough Sounds visible from the Miramar Peninsular; along with Matakitaki a Kupe and Te Rā a Kupe (Kupe's Sail) in the Wairarapa.
62. Many iwi today claim descent from Kupe. One of those was Whātonga who lived at Mahia in the Hawke's Bay. Whātonga's had two sons to two different wives, Tara and Tautoki. Tara had a close association with Wellington with the harbour called Te Whangānui a Tara (the great harbour of Tara). The Ngāi Tara people occupied areas around the South coast of Wellington for many generations with a major Pa called Te Whetu Kairangi which was situated above Seatoun around or above where Worser Bay School is now located. Of the place names round Te Whetu-kairangi, the location of Te Mirimiri and Takapuna has not been ascertained, but these places were probably on the ridge north and south of the *pa*, which was on the ridge-top above the spring known as Te Puna-a-Tara and Te Puna-a-Tinirau, in Worser Bay.

MOTU KAIRANGI – THE ISLAND

Traditional evidence that Motu Kairangi was an island in early Māori times is given by Best:

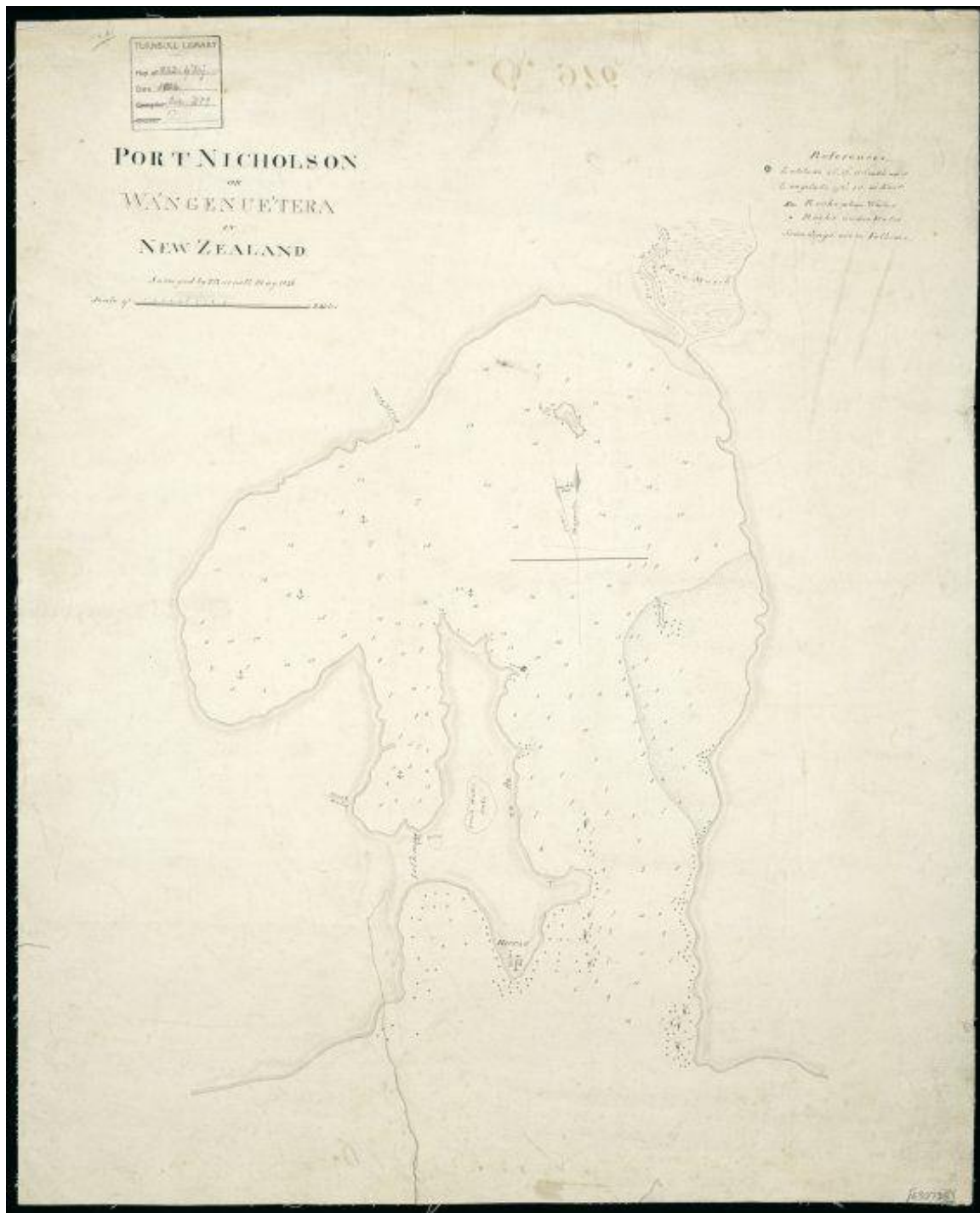
63. Māori linguists will note the definite remarks as to the fact of Miramar being an island in the days of Tara in several passages, e.g., “*Ko te motu nui rawa kei te pu o te tongā, kei te puau o ngā rerengā e rua ki waho ki Tabora nui a Hine-moana,*” followed by “*Engāri ngā motu ririki e rua.*” As also:—“*Ka haere ki te mataki i ngā ngutuawa o te moana, me te motu nui o waengānui o ana awa e rua.*” Other such passages will be noted in the narrative.⁷

⁷ Best, Elsdon *Journal of the Polynesian Society*, Vol 27, Part II, *The Land of Tara and they who settled it*, p4

64. The following notes were obtained by the writer from Wai-rarapa natives. No corroborative testimony has been gathered from natives of any other district, hence the story is given for what it may be worth.
65. We have seen that, when Tara and his followers settled in this district, the hills of Miramar formed an island that was named Motu-kairangi by the settlers. When Capt. Cook lay off the Heads, November 2nd, 1773, that island had become a peninsula. At some intervening time the land has been raised, and Te Awa-a-Taia (the Channel of Taia) or Kilbirnie Channel, had given way to an isthmus.
66. According to the above mentioned tradition the change was wrought by a severe earthquake shock that occurred in the time of Te Ao-haere-tahi, who flourished eighteen generations ago. This would be a more severe shock than that of 1855, which raised land about Wellington several feet. It is possible that the former shock was the cause of the raised sea beaches that are so marked a feature of the present coast line. The native account says that the earthquake of the fifteenth century was known as Hao-whenua on account of the alteration it caused in the configuration of the land. One would have thought such a name more applicable to a shock that destroyed or swallowed up a land surface, hence one is inclined to look upon Hao-whenua with the cold eye of suspicion.⁸

⁸ Ibid Part III pp60 -61

67. The body now having the mandate from the Government through the Port Nicholson Block (Taranaki Whānui ki te Upoko o te Ika) Claims Settlement Act and the associated Deed of Settlement is the Port Nicholson Block Settlement Trust. The Settlement Trust works closely with the earlier formed land-owning Wellington Tenths Trust (An Ahu Whenua Trust under Te Ture Whenua Maori Act). In essence the origins of those two Trusts in people terms is very similar and both can be regarded as mana whenua iwi authorities in Wellington.
68. The Ngati Toa Rangatira Claims Settlement Act 2014 came into effect in April 2014. The Crown and Te Runanga o Toa Rangatira signed a Deed of Settlement on 7 December 2012.
69. In the settlement Ngati Toa have a statutory acknowledgement with respect to Cook Strait. This requires consultation over resource management processes in the Cook Strait.
70. **“1(C) STATUTORY ACKNOWLEDGEMENTS AND DEEDS OF RECOGNITION**
A Statutory Acknowledgement recognises the association between Ngāti Toa Rangatira and a particular site or area and enhances the iwi’s ability to participate in specified Resource Management processes. Deeds of Recognition oblige the Crown to consult with Ngati Toa Rangatira on specified matters and have regard to their views regarding their special associations with certain areas.
The Crown offers a Coastal Statutory Acknowledgement over the following areas:
- Te Tau Ihu coastal marine area
 - Cook Strait”



Barnett, Thomas (Capt), fl 1826 :Port Nicholson or Wangenu'e'tera in New Zealand [ms map]. Surveyed by T. Barnett, May 1826. ATL Reference Number: MapColl-832.47aj/1826/Acc.379

Hydrographic map with soundings, of Port Nicholson, Wellington Harbour (Whangānui a Tara), showing the shoreline shape, suitable anchorages, details of fathom depths, outlying rocks; Pā sites at Palmer Head, kaingā in Worser Bay; a fresh water lake and pond in present day Miramar; fresh water supply in Evan's Bay, Petone and Ngāurangā; Somes Island and a large flax marsh at Petone.