

South Rail – Drury and Paerata Station Projects

Appendix F – Ngaati Whanaunga CIA Recommendations and Project Response

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Version 1

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Ngaati Whanaunga Key Matters

Ngāti Whanaunga confirmed the desire to not attach their full CIA to the application, this document sets out the project's response to the recommendations in the CIA

Category	Description	Project Team Response
Mauri	"Mauri is the vital energy force that gives being and form to all things in the universe, providing the interconnection between humankind and the natural environment"	<p>The Project technical experts, including Manawhenua who were involved throughout the assessment of alternatives, have identified features such as wetlands and streams in the Drury Central and Paerata areas and efforts were made through the Alternatives Assessment process to avoid and minimise the impact on these features (refer to Appendix A). The Project has sought, on balance, to reduce earthworks and the impact of the development on significant ecological areas and nearby water bodies.</p> <p>A Stream Enhancement and Management Plan at Drury Central and a Wetland Restoration and Enhancement Plan at Paerata will be prepared which will achieve no net loss in ecological value and provide up to 20m of riparian planting width along the Hingaia Tributary. At Paerata, the Wetland Restoration and Enhancement Plan will include an array of wetland and wetland edge native plants (including a mosaic of permanently submerged wetland vegetation and low-growing shrubby species with thick, strong root systems) to achieve a minimum 80% native wetland plant canopy cover three years from establishment and measures to protect the wetland in perpetuity (such as with covenants).</p>
Kaitiakitanga	"Our connection to our ancestral whenua, moana and other taonga"	<p>The Project specialists have generally assessed the effects on the environment as low to moderate and are able to be appropriately mitigated and offset (refer to sections 10 and 17 of the AEE and Volume 4 for the related specialist reports). The mitigation and offset approaches have been discussed through regular hui, where all manawhenua listed in the AEE are invited to attend.</p> <p>Ngaati Whanaunga has confirmed that there is no immediate concern regarding the proposed station sites and the location of known urupaa but maintains a cautionary approach to works required for the site and the immediate surroundings areas. While no significant heritage features have been identified at either Project site, KiwiRail will obtain a General Archaeological Authority from HNZPT to modify or destroy potential archaeological sites that may be encountered. An Archaeological Management Plan will also be developed through this process. As this will be undertaken under a separate Act (Section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014), this has not been conditioned.</p> <p>The conditions also include the requirement for a Cultural Monitoring Plan to be prepared in collaboration with Manawhenua.</p>
Tapuu	"Tapuu is commonly translated as untouchable, sacred and associated with ngaa atua"	<p>As above, to protect waahi tapu, kooiwi or taonga from being disturbed, Manawhenua will be involved in any archaeological plans prepared for the site, and where appropriate, work with archaeologists to avoid adverse effects on these features. To the same end, Manawhenua will also be involved in the preparation of Cultural Monitoring Plans.</p> <p>Any waste and/or potentially harmful material will be removed and disposed of at appropriate locations so that there is no interference with the mauri of these areas.</p> <p>To allow Ngaati Whanaunga to appropriately fulfil their role as kaitiaki in protecting their waahi tapuu and upholding our customary practices associated with tapu, KiwiRail will continue to involve Ngaati Whanaungato throughout the detailed design process.</p>

		<p>Manawhenua will be involved in the station design and construction phases and to develop mechanisms to avoid or mitigate effects on manawhenua values, such as through monitoring and mitigation measures and opportunities for expression through design. KiwiRail have recommended a number of conditions that will guide ongoing input from Manawhenua while also allowing the integration of Manawhenua views into the construction and design process (refer to Appendix C of this AEE for a full list of conditions). The relevant conditions are summarised below:</p> <ul style="list-style-type: none"> • Engagement is enabled through the establishment of a kaitiaki Manawhenua engagement forum (or similar) to provide for an on-going role in the design and construction of the Projects until completion of the construction period. • The condition for the UDLMP requires that Manawhenua are invited to participate in its development to provide input into relevant cultural landscape and design matters. • As noted above, the conditions also include the requirement for a Cultural Monitoring Plan to be prepared in collaboration with Manawhenua.
Raahui	“Raahui refer to closures of certain areas or restrictions on the taking of particular resources”	This forms part of ongoing discussions that will be addressed by the Project.
Maatauranga	“Our ways of knowing and of conceptualising our world...Our ancestral land, water and other taaonga, act as intergenerational repositories for our knowledge”	The Projects will create future opportunity to express Maatauranga within the site. KiwiRail will continue to liaise with Manawhenua about these opportunities through the detailed design process and Manawhenua engagement forum.
Taunahanaha	“The practice of naming places and/or features. Taunahanahatanga is a method of instilling significance and recording our history as it relates to those places or features”	KiwiRail recognise the importance of representing tangata whenua in the landscape and through place names. Any naming of stations will be undertaken through a separate process, and will include engagement with Manawhenua.
Papakaainga	“Historic papakaainga are widely acknowledged as being of high cultural, historic and archaeological value and provide an opportunity to gain a greater understanding of traditional Maaori society”	<p>There is no evidence of historic papakaainga within the Drury Central and Paerata Station Project sites.</p> <p>An accidental discovery protocol will be developed for the Projects to protect any discoveries during the enabling works phase. This will be consistent with the accidental discovery rule in Chapter E11 (Land disturbance – Regional) of the Auckland Unitary Plan: Operative in Part or any subsequent version.</p> <p>While no significant heritage features have been identified at either Project site, KiwiRail will obtain a General Archaeological Authority from HNZPT to modify or destroy potential archaeological sites that may be encountered. An Archaeological Management Plan will also be developed through this process. As this will be undertaken under a separate Act (Section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014), this has not been conditioned.</p>

Ngaati Whanaunga Recommendations

Recommendation	Response
<ul style="list-style-type: none"> • Ngaati Whanaunga recommends that the appropriate cultural practices before, during and post development are implemented by Mana Whenua and become an integral part of the work programme for managers/contractors/subcontractors. • Mana Whenua will lead the cultural procedures which could include karakia, cultural induction, cultural monitoring of earthworks, cultural advice, safety and support. • Ngaati Whanaunga looks forward to being part of the decision making for the design, planning and implementation of the activities for The Project. • Ngaati Whanaunga recommends that resources specialists, nominated by Mana Whenua, are resourced to support and advise Mana Whenua on technical matters and aspects of The Project. 	<p>Manawhenua will be involved in the station design and construction phases and to develop mechanisms to avoid or mitigate effects on manawhenua values, such as through monitoring and mitigation measures and opportunities for expression through design. KiwiRail have recommended a number of conditions that will guide ongoing input from Manawhenua while also allowing the integration of Manawhenua views into the construction and design process (refer to Appendix C of this AEE for a full list of conditions). The relevant conditions are summarised below:</p> <ul style="list-style-type: none"> • Engagement is enabled through the establishment of a kaitiaki Manawhenua engagement forum (or similar) to provide for an on-going role in the design and construction of the Projects until completion of the construction period. • The condition for the UDLMP requires that Manawhenua are invited to participate in its development to provide input into relevant cultural landscape and design matters.