



STATE HIGHWAY 1
WELLINGTON IMPROVEMENTS PROJECT

CULTURAL IMPACT ASSESSMENT

Taranaki Whānui ki Te Upoko o Te Ika



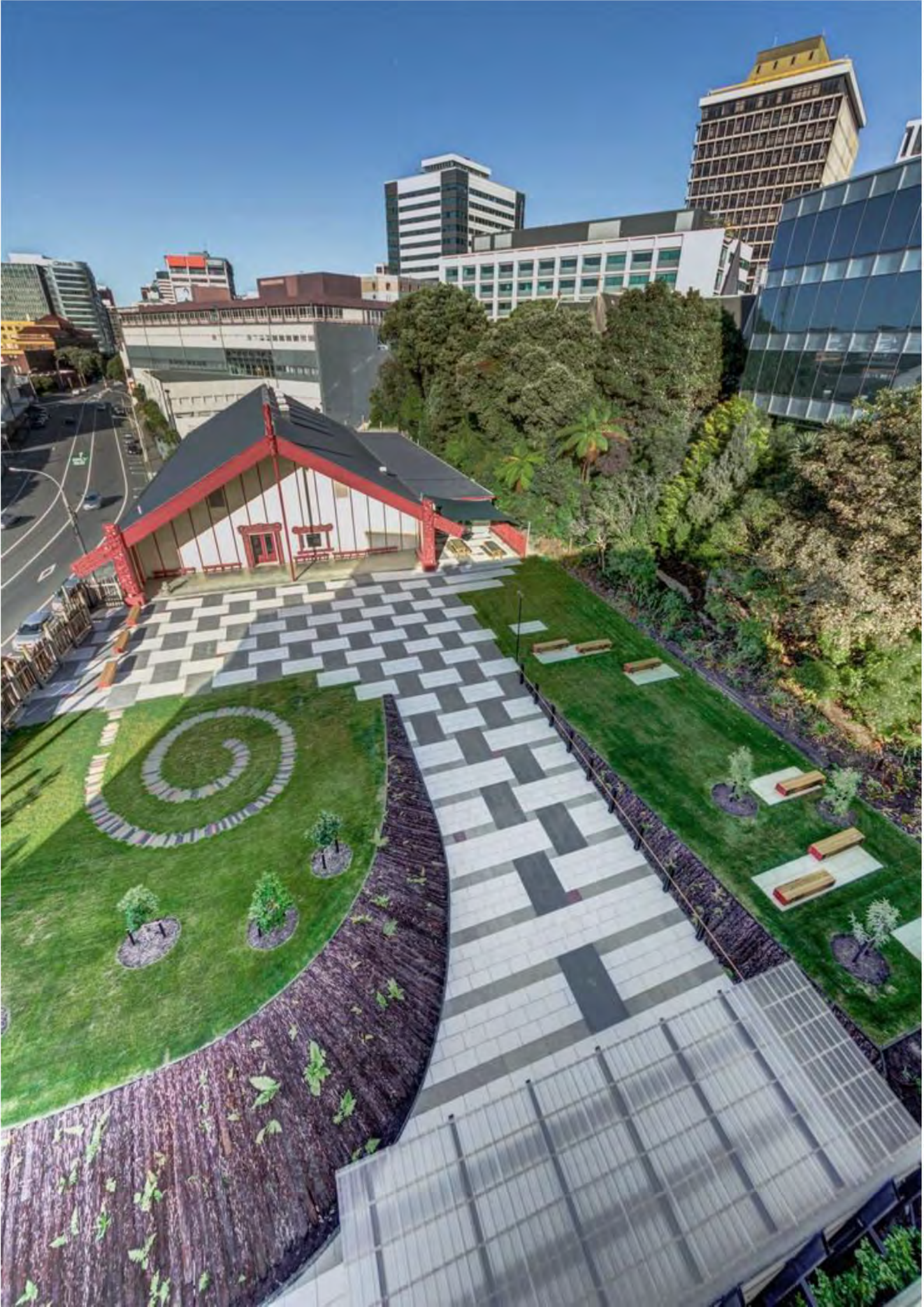
Courtyard in Pipitea Pā 1842 - William Mein Smith



Produced by Hikoikoi Management
February 2026

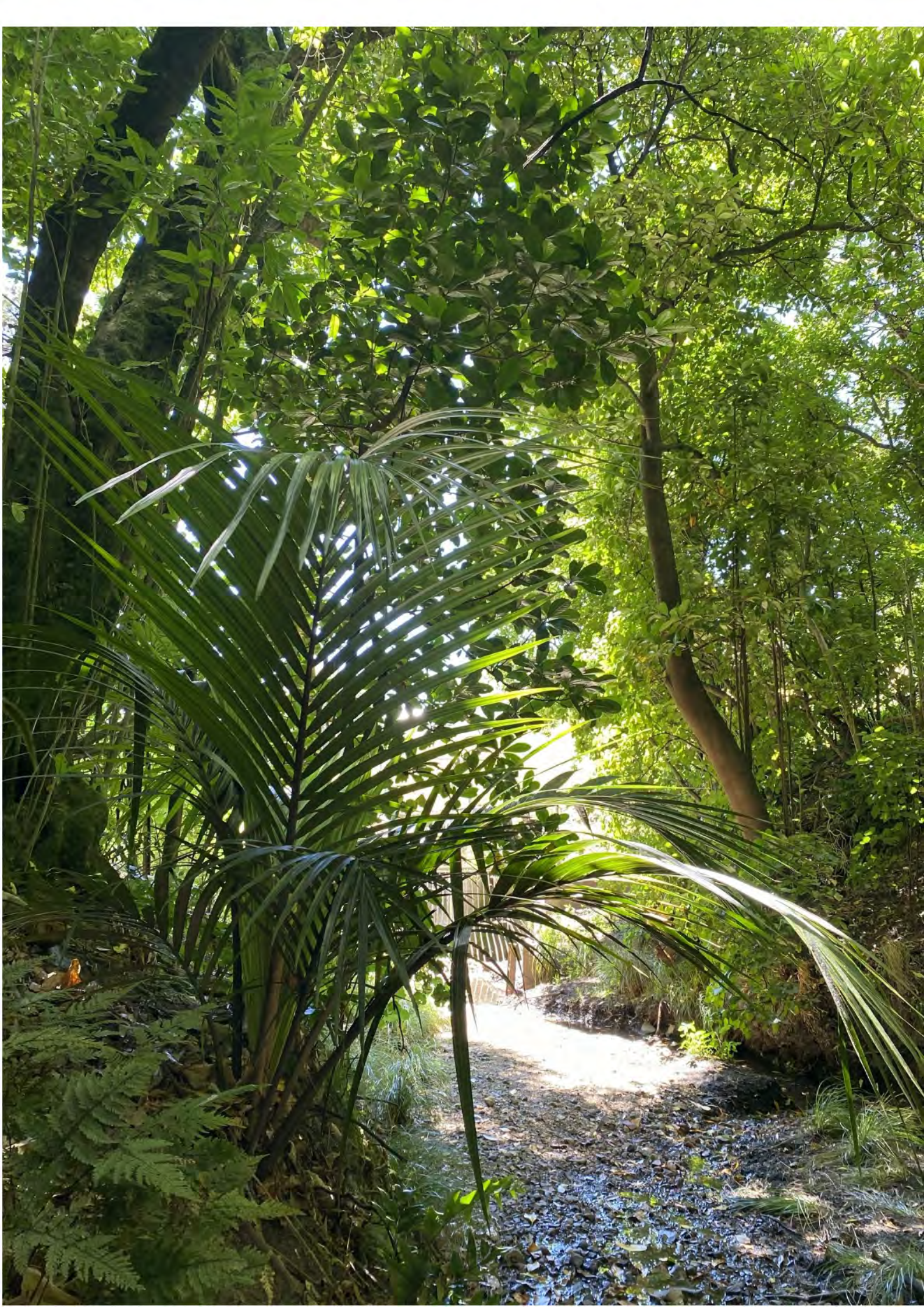
I think one of the problems is that it's much easier to celebrate things we can see. Because colonisation fundamentally erased Māori identities from our landscapes, we don't currently see many symbols of this rich heritage. In parallel, colonial norms privilege buildings as symbols of human endeavour and identity, subjugating elements such as the whenua, mountains and water bodies which give Māori identity.

Dr Rebecca Kiddle (Ngāti Porou and Ngā Puhī)
Whose heritage do we in Wellington care about?
Stuff, Feb 24, 2021



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Mana Whenua

Taranaki Whānui ki Te Upoko o Te Ika is the collective name given to the descendants of the iwi who migrated from the Taranaki region to Te Whanganui a Tara in the 1820s and 1830s and were resident at the time of the signing of Te Tiriti o Waitangi in 1840. Through continued occupation and the maintenance of ahi kā, Taranaki Whānui hold enduring rights and responsibilities as Mana Whenua over Te Whanganui a Tara and the surrounding lands.

Taranaki Whānui comprise descendants of the tūpuna of Te Āti Awa, Taranaki, Ngāti Ruanui, Ngāti Tama, Ngāti Mutunga, and other iwi of the Taranaki region, and are recognised as a partner to this Project with New Zealand Transport Agency - Waka Kotahi. They are represented by the following entities.

Wellington Tenths Trust

The Wellington Tenths Trust is an Ahu Whenua Trust and iwi authority constituted by the Māori Land Court in December 2003. The Trust administers Māori Reserve lands in Wellington and Upper Hutt that were set aside for iwi as part of the Port Nicholson Block purchase agreement between the New Zealand Company and Mana Whenua in 1839.

Palmerston North Māori Reserve Trust

The Palmerston North Māori Reserve Trust is an Ahu Whenua Trust constituted under Section 244 of Te Ture Whenua Māori Act 1993.

The Trust originated through an act of the Crown in 1866, when Governor Grey exchanged land interests in Wainuiomata held by Te Āti Awa living in Waiwhetū and Pipitea, with a block of land which is now part of central Palmerston North.

The Palmerston North Māori Reserve Trust and Wellington Tenths Trust are known as "sister trusts". This is because they emanate from the same parents, that being the land and waters at Te Whanganui a Tara.

Taranaki Whānui ki Te Upoko o Te Ika Port Nicholson Block Settlement Trust

The Taranaki Whānui ki Te Upoko o Te Ika (Port Nicholson Block) Settlement Trust was established in August 2008 to receive and manage the Waitangi Tribunal treaty settlement package. The Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009 (the Act) came into force on 2 September 2009.

The Act contains a statutory acknowledgement over the harbour and recognises the mana of Taranaki Whānui in relation to the cultural, spiritual, historical and traditional associations with their rohe.

Our Partnership

The partnership between the Wellington Tenth Trust, Palmerston North Māori Reserve Trust, and Taranaki Whānui ki Te Upoko o Te Ika (Port Nicholson Block Settlement) Trust affirms the collective commitment of these entities to protect and restore te taiao across our takiwā, guided by tikanga and grounded in the values of Taranaki Whānui. It recognises our shared responsibilities as kaitiaki and sets out the structure for coordinated iwi-led environmental leadership for the benefit of all our uri.

We are Mana Whenua and hold Mana Whakahaere in the takiwā of Wellington, Lower Hutt, and Upper Hutt cities.

Hikoikoi Management Limited

Hikoikoi Management Limited (HML) is authorised to act on behalf of the Taranaki Whānui ki Te Upoko o Te Ika (Port Nicholson Block Settlement) Trust, the Wellington Tenth Trust, and the Palmerston North Māori Reserve Trust for all matters relating to resource consent processes across Wellington, Lower Hutt, and Upper Hutt. HML are the authors of this Cultural Impact Assessment.

NZTA Project Description

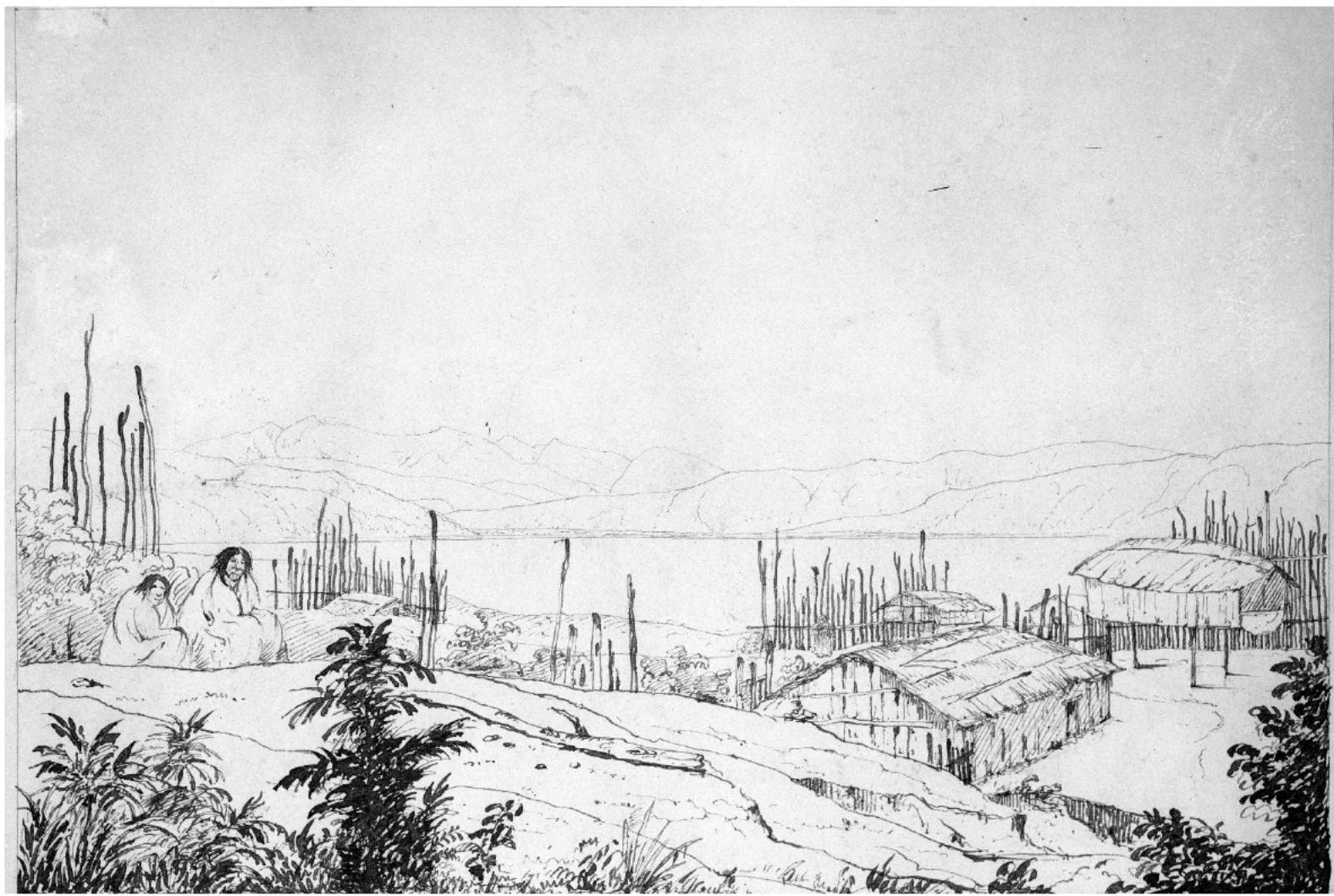
The State Highway 1 (SH1) Wellington Improvements Project (the Project) is a Road of National Significance (RoNS) which improves SH1 in Wellington City. The proposal includes the construction of improvements to SH1 within Wellington City from north of the Terrace Tunnel to Kilbirnie. The Project will provide for more efficient and reliable access on SH1 and includes duplicate tunnels at The Terrace and Mount Victoria, a new layout at the Basin Reserve as well as improvements along the remainder of the SH1 corridor from north of the Terrace Tunnel to the intersection of Cobham Drive and Evans Bay Parade. The Project aims to unblock critical bottlenecks on the state highway, maintain access for local movements and enable public transport growth.

Executive Summary

This Cultural Impact Assessment (CIA) has been prepared to assess the potential cultural effects of the SH1-RoNS Project from a Mana Whenua perspective. The assessment considers the Project within its wider cultural, historical, and environmental context, recognising that the corridor traverses a highly modified but culturally significant landscape shaped by pā, kāinga, awa, wetlands, and the coastal environments of Te Whanganui a Tara. While the Project is intended to improve traffic flow and transport efficiency through central Wellington, Mana Whenua consider that infrastructure of this scale carries a corresponding responsibility to contribute to improvement in the environmental and cultural conditions it occupies.

The assessment is informed by Mana Whenua values, including kaitiakitanga, the protection and restoration of freshwater and coastal environments, recognition of cultural landscapes, and the need to deliver intergenerational benefit. These values underpin the identification of cultural effects, the assessment methodology, and the expectations set out in this CIA.

From the Pah Pipitea, Port Nicholson, December 1840 – William Mein Smith



Mana Whenua consider that managing and mitigating adverse effects associated with construction and operation is necessary but not sufficient. The Project is expected to deliver enduring improvements across multiple domains, including freshwater and coastal environments, terrestrial habitats and ecological connectivity, and the visibility and recognition of Mana Whenua within the urban landscape. The assessment places particular emphasis on stormwater and awa management as the primary mechanism through which land-based infrastructure affects harbour health, on the protection and enhancement of ecological corridors and offset planting beyond the immediate Project footprint, and on opportunities to address historic modification of culturally significant environments such as Kumutoto Awa.

The CIA recognises that construction activities will result in temporary and localised effects that require careful management, including potential effects on freshwater systems, marine receiving environments, and taonga species. However, these short-term effects do not define the Project's long-term contribution. Given the scale, permanence, and operational life of the infrastructure, Mana Whenua expectations extend beyond construction and require the Project to demonstrate measurable improvement over time. This includes improved water quality and ecological function, strengthened habitat connectivity, and outcomes that support ongoing customary and recreational use of coastal and freshwater environments.

The assessment also identifies opportunities for Mana Whenua participation in restoration, planting, monitoring, and cultural design processes. Involvement of Mana Whenua, including rangatahi, in these activities is an important mechanism for building capability, supporting kaitiakitanga, and ensuring that environmental and cultural outcomes are sustained beyond the life of construction. Monitoring and adaptive management are emphasised as essential components of demonstrating whether Project interventions are achieving their intended outcomes.

Overall, this CIA concludes that, provided effects management measures are effectively implemented and opportunities for enhancement and restoration are meaningfully pursued, the Project has the potential to move beyond minimum compliance and contribute to lasting environmental and cultural improvement. Alignment with Mana Whenua values is central to achieving this outcome and to demonstrating how major infrastructure can work alongside Mana Whenua objectives to deliver benefits for current and future generations.

Key Findings

- The Project traverses a highly modified but culturally significant landscape that includes ancestral pā, kāinga, awa, wetlands, and the coastal environments of Te Whanganui a Tara, which continue to hold cultural value for Mana Whenua.
- Mitigation of adverse effects alone is not sufficient. Given the scale and permanence of the Project, there is an expectation that it contributes to long-term environmental and cultural improvement.
- Stormwater and awa management are central to the Project's ability to influence freshwater and harbour health and are identified as the primary mechanisms for achieving improved ecological outcomes.
- Terrestrial habitats and ecological corridors within and beyond the Project area support indigenous species and connectivity. Offset planting and restoration outside the immediate footprint are therefore considered necessary.
- The Project presents opportunities to respond to historic modification of culturally significant environments, including Kumutoto Awa, in alignment with established restoration initiatives and Mana Whenua objectives.
- This assessment has been prepared based on Mana Whenua values, which inform the identification of cultural values, the assessment approach, and expectations for outcomes.
- Mana Whenua involvement in design, restoration, monitoring, and cultural expression, including opportunities for rangatahi participation, is essential to giving effect to kaitiakitanga and ensuring enduring outcomes.

Technical drawings for the Wellington Urban Motorway extension, 1973.



Introduction

For Mana Whenua, the Project must be considered not only as a transport intervention intended to improve traffic flow and movement across the city, but as a catalyst for improving the wider environment within which it is embedded. Just as the Project seeks to resolve inefficiencies in the transport network, Mana Whenua consider that infrastructure of this scale carries a clear responsibility to actively improve the environmental and cultural conditions it traverses. This includes measurable enhancement of land, freshwater, and coastal environments, as well as strengthening the visibility and recognition of Mana Whenua presence, histories, and relationships with place.

Simply avoiding or mitigating adverse effects arising from construction or operation is not sufficient. The Project is expected to deliver enduring, positive outcomes that reflect its long-term footprint and influence, and to demonstrate how major infrastructure can contribute to environmental uplift and cultural recognition alongside its transport objectives.

This assessment is based on Mana Whenua values, aspirations, and priorities for the Project, including expectations for environmental improvement, cultural recognition, and intergenerational benefit. These underpin the identification of cultural values, assessment of effects, and the development of expectations and opportunities outlined in this assessment.

Purpose

The purpose of this CIA is to identify and assess potential cultural effects of the State Highway 1 Wellington Improvements Project from a Mana Whenua perspective. The assessment considers how the Project interacts with a culturally significant landscape that includes ancestral pā, kāinga, awa, wetlands, and the coastal environments of Te Whanganui a Tara, and identifies Mana Whenua values, potential effects, and expectations for managing those effects and achieving enduring improvement.

Scope

This CIA considers the Project footprint and its wider area of influence, recognising that the effects of large-scale infrastructure extend beyond the immediate construction corridor. The assessment addresses effects across terrestrial, freshwater, and marine environments, including piped streams, stormwater networks, and coastal receiving environments, and considers both construction and operational phases of the Project. Consistent with Mana Whenua expectations,

the scope extends beyond mitigation of adverse effects to include opportunities for restoration, enhancement, and improved recognition of Mana Whenua relationships with place.

Methodology

This CIA has been prepared using a kaupapa Māori informed assessment approach grounded in kaitiakitanga and Mana Whenua knowledge of place. The assessment draws on historical and archival sources, relevant technical and ecological reports, and Mana Whenua values and perspectives. It has been prepared having regard to Mana Whenua values, which have informed the assessment framework and expectations outlined in this CIA. Effects are assessed qualitatively, with a focus on distinguishing temporary construction effects from the Project's long-term influence and on identifying opportunities for improved cultural and environmental outcomes.

Limitations and Assumptions

- This CIA has been prepared based on the Project information available at the time of writing and assumes the Project will be designed and implemented generally in accordance with that information. Where design details remain subject to refinement, the assessment reflects Mana Whenua expectations in principle rather than final design outcomes.
- The assessment is qualitative in nature and focuses on cultural values and effects. It does not duplicate technical, ecological, or engineering assessments and relies on the accuracy of supporting information provided for the Project.
- The CIA distinguishes between temporary construction effects and the Project's long-term influence, recognising that cultural effects may change over time as design and environmental conditions evolve.
- This assessment assumes ongoing engagement with Mana Whenua throughout detailed design, construction, and operation of the Project, including continued involvement in monitoring, restoration, and cultural design. Where this engagement does not occur, the cultural outcomes identified in this CIA may require review.

Tangata Whenua History

Te Whanganui a Tara (Wellington Harbour) was first explored by the legendary Polynesian explorer Kupe and the area around Te Whanganui a Tara has been populated by several tribal groupings over the succeeding generations including Ngāi Tara, Rangitāne, Muaūpoko, Ngāti Apa and Ngāti Ira. The most complex and turbulent period occurred at the beginning of the 19th Century, prior to the arrival of the New Zealand Company settlers in 1839. Ballara (1990) writes:

“Between 1819 and 1836 Te Whanganui a Tara was invaded by potentially hostile forces at least six times. It changed hands twice in that time, the last occasion occurring in the month November 1835, just four years before the New Zealand Company ship Tory arrived in the harbour.”

It is generally accepted that the first people to permanently occupy the Wellington area were the Whātonga people who arrived from Hawke’s Bay. Whātonga arrived with his sons Taraika and Tautoki. They first established kāinga on Mātīu/Somes Island and then moved onto Motu Kairangi which is now the Miramar Peninsula. Te Whanganui a Tara is named after Taraika.

By the beginning of the nineteenth century, Ngāti Ira were settled along the east coast of Te Whanganui a

Tara from Waiwhetū to Turakirae and up the valley, and along the southern coastline of Wellington City. The western side of the harbour, from Thorndon to Ngāūranga, was largely uninhabited.

In 1819–1820, an exploratory expedition known as Amiowhenua saw a tauā made up predominantly of iwi from Te Tai Tokerau and Tāmaki Makaurau, including Ngā Puhi and Ngāti Whātua, along with Ngāti Toa and groups from Taranaki, travel down the west coast of the North Island and into Te Whanganui a Tara. During this expedition, several battles occurred with Ngāti Ira, the resident tangata whenua of the area at that time.

Four years later, a series of migrations south from Taranaki began. Movement by Taranaki hapū from the iwi of Ngāti Mutunga, Te Āti Awa, Ngāti Tama, Taranaki (iwi), and Ngāti Ruanui, along with their allies Ngāti Toa, Ngāti Koata, and Ngāti Rārua from Kāwhia and Aotea harbours, commenced in 1822 with the migration known as Te Heke Tātaramoa (the bramble bush migration). These hapū initially settled along the Kāpiti Coast.

A second migration, Te Heke Nihoputa (the boar’s tusk migration), took place around 1824. During this period, hapū of Ngāti Mutunga initially settled at Waikanae, while Ngāti Tama moved to Ōhariu. Ngāti Tama later relocated into the inner harbour at Tiakiwai, near the present-

day intersection of Tinakori Road and Thorndon Quay, while Ngāti Mutunga occupied locations along the western side of Te Whanganui a Tara from Te Aro to Kaiwharawhara. From 1827, these allied Taranaki hapū, under the leadership of Ngāti Mutunga, progressively displaced Ngāti Ira and extended their control across the harbour and surrounding areas. By 1830, Ngāti Mutunga and Ngāti Tama held substantial control of the region.

During this period, principal inner harbour settlements were established at Pipitea, Kumutoto, Te Aro, and Kaiwharawhara. Smaller kāinga were also established, including Tiakiwai, Pākūao at Haukawa (now Thorndon), and Raurimu near the present-day intersection of Hobson Street and Fitzherbert Terrace. Over time, these Taranaki hapū continued to expand their occupation around the harbour, establishing pā at Ngāūranga, Pito One, and Hīkoikoi, before crossing Te Awa Kairangi to establish Waiwhetū Pā. Further kāinga were also established along the eastern shoreline of Te Whanganui a Tara and extending around the coast into Wairarapa.

In 1832 the Te Āti Awa people from Ngāmotu moved south in a migration known as Te Heke Tamateuaua. They first settled at Waikanae before being invited by Ngāti Mutunga to join them living at Pito One. Following the Te Āti Awa

defeat of Ngāti Ira at Puniunuku in the Hutt Valley the Ngāti Mutunga chief Patukawenga gave the area east of Te Awa Kairangi to the Ngāmotu people and this established Te Āti Awa's position in Te Whanganui a Tara.

After settling in Te Whanganui a Tara, Te Puni and Te Wharepōuri led a taua into Wairarapa. Finding it largely deserted, many Te Āti Awa settled there for several years before renewed conflict with Ngāti Kahungunu prompted their return to the harbour.

In 1835, Ngāti Mutunga and some of Ngāti Tama migrated to Wharekauri (the Chatham Islands), leaving authority over the harbour district with Te Āti Awa and the remaining Taranaki chiefs. Peace negotiations between Te Āti Awa and Ngāti Kahungunu were concluded in 1841, enabling Ngāti Kahungunu to re-establish occupation in Wairarapa and recognising the Remutaka and Turakirae ranges as the boundary between the respective spheres of the two iwi.

The total area of responsibility for Mana Whenua is captured in a pātere composed by Te Āti Awa tikanga expert Kura Moeahu.

Ka huri taku aro ki Turakirae	I turn and face to Turakirae
Piki atu ki Tāpokopoko	Climb to Tāpokopoko
Ki Papatahi, ki Ōrongorongo	To Papatahi, then to Ōrongorongo
Ka rere te Kāhui Mouna ki Pukeatua	The Mountain Clan took flight to Pukeatua
Ki te whakapuare te waha o te ika	To prise open the mouth of the fish
I ahu mai i Te Wai Mānga	From out of the freshwater lake
I rua tupua	From the evolving chasm
I rua tawhito	The ancient chasm
Ka puta ko te ara tupua	Came forth the phenomenal pathway
Tupua horo nuku	The evolving landmass
Tupua horo rangi	The evolving celestial pathway
Rere atu ki uta ki Remutaka, ki Tararua	Flying inland to Remutaka, to Tararua
Hekeheke iho ki Pareraho,	Descending to Pareraho
Ki Pōkaimangumangu	To Pōkaimangumangu
Whakawhiti atu ki Pipinui.	Crossing over to Pipinui
Ātea te titiro ki Te Rimurapa	Looking directly to Te Rimurapa
Hoki tōtika atu ki Turakirae	Returning immediately to Turakirae
Ko te mana nui o te papa e horo nei	The authority of this land
E titia nei taku raukura i te whenua	My white feather pierces the land
Ko Te Āti Awa nō runga i te rangi te ahi kā	Te Āti Awa from heavens above burning fires of occupation
Ko Ngāti Mutunga, ko Ngāti Tama, ko Taranaki Tūturu, ko Ngāti Ruanui e haruru ki te papa e tau nei	Ngāti Mutunga, Ngāti Tama, Taranaki tūturu, Ngāti Ruanui rumbles on the lands

On the 20th of September in 1839, the New Zealand Company ship the 'Tory' arrived in Te Whanganui a Tara and was met off Mātiu by the Te Āti Awa rangatira Hōniana Te Puni Kōkopu, Te Wharepōuri Te Kakapi o te Rangi, and Tuarau Wairaweke. Negotiations began almost immediately and the land that came to be known as Port Nicholson (which the Company believed was everything between the South Coast and the Tararua Range, as well as the islands in the harbour and part of inland Porirua) was sold. As part of the purchase one tenth of the land was supposed to be set aside for Māori along with their existing pā, cultivations and urupā.

At the time of the arrival of the NZ Company the main Mana Whenua settlements around Te Whanganui a Tara were:

- Waiwhetū Pā at the mouth of the Waiwhetū Stream
- Hīkoikoi Pā at the eastern end of Pito One beach at the river mouth
- Pito One Pā at the western end of the beach
- Ngāūranga Pā at the bottom of present-day Ngāūranga Gorge
- Kaiwharawhara Pā at the mouth of the Kaiwharawhara Stream
- Pipitea Pā in present-day Thorndon

- Kumutoto Pā around present-day Woodward Street and The Terrace
- Te Aro Pā at the intersection of present-day Taranaki Street and Courtenay Place

Except for Te Aro which was the home of hapū of Ngāti Ruanui and Taranaki iwi, and Kaiwharawhara which was the home of Ngāti Tama, the pā were all occupied by hapū of Te Āti Awa. In addition to the pā there were numerous smaller kāinga around the harbour and seasonally occupied kāinga that were used primarily as food gathering sites.

The 1839 purchase of the Port Nicholson Block by the New Zealand Company and the deed associated with that purchase was perhaps more significant for the iwi of Te Whanganui a Tara than the signing of te Tiriti o Waitangi.

The Company directed its agent Wakefield to promise in every contract that one tenth of the territory ceded would be set aside as reserves to be held in trust for the benefit of the chiefly families of the tribe. The reserved areas were chosen by ballot and scattered throughout the settlement.

Te Tiriti o Waitangi was signed at Te Whanganui a Tara on the 29th of April 1840 after some ten days of deliberation. There were thirty-four Māori signatories including the paramount chiefs of the area. Following the signing of te Tiriti o

Waitangi the reserve arrangements of the NZ Company were endorsed by the British Government in an agreement of November 1840, which preceded the grant of a charter to the company.

After this point, it was considered that the 'tenth's' were vested in the Crown which took control of their management at a very early stage in their history.

The years of co-existence of Māori and European settlers started with turbulent times in the early 1840s when rapid colonisation surprised the Mana Whenua.

The Chiefs of Pito One and Ngāūranga Pā who had greeted the New Zealand Company ship the *Tory* in 1839 had

expected ships such as the *Adelaide* to bring the new immigrants to Heretaunga/the Hutt Valley. Instead in 1840 the New Zealand Company's planned settlement of Britannia, which was to be in what is now Petone was quickly abandoned after a major flooding event.

Wakefield instructed company surveyor William Mein Smith to lay out a new settlement between Te One-i-Haukawakawa (Thorndon Quay) and Te Aro. On 15–16 March 1840, Smith and his party landed at Pipitea, camping beneath the cliff, and began pegging out the town.

**View of a part of the town of Wellington, New Zealand
Charles Heaphy, 1847.
Looking across Te Aro flat towards Pukeahu.**



Conflict was immediate. The hapū Te Matehou of Pipitea Pā objected to the uninvited survey, pulling up pegs and erasing lines. Rangatira Ropiha Moturoa claimed that Wakefield had not purchased any land around Pipitea and rangatira Te Wira Mangatuku stated that Te Puni and Te Wharepōuri—who had agreed to the purchase with Wakefield—were not his chiefs and therefore could not sell their land.

Their actions were a direct repudiation of Wakefield's claimed purchase and a reassertion of customary title. By July 1840, Smith reported the town acres ready for selection. Between 28 July and 14 August, lots were chosen by ballot. The proposed town site of Wellington was divided into 1,100 one-acre sections, with every eleventh (not every tenth) acre reserved for Māori. Within the 226 sections surveyed in the Pipitea–Kumutoto–Tiakiwai area, 35 were selected as "Native Reserves." This amounted to just 2.3% of the 1,500 acres claimed by those pā. The balance became settler allotments, public reserves, or the town belt.

For Māori, the 'Tenths' reserve scheme was both inadequate and incomprehensible. Te Āti Awa historian Neville Gilmore states in his MA thesis:

"Te Matehou in particular, were not fundamentally interested in the Company reserve scheme. It is clear, as I have already shown, they had no intention of alienating the land to the New Zealand Land Company. This disinclination was reinforced by confusion about what the pakeha in

general, and the Company in particular, were about when they tried to foist the reserve scheme on them."

Kei Pipitea taku Kāinga – Ko te Matehou te ingoa o taku iwi: The New Zealand Company "Native Reserve" Scheme and Pipitea, 1839–88

Land rights were held by hapū and whānau in well-defined domains. The idea that reserves could be made outside those areas for the collective "benefit of Māori" conflicted with tikanga. Unless invited, or for some specific reason such as utu or muru Māori would not occupy another's area. They rejected the notion that they could hold rights to land already occupied by another whānau or individual outside the areas secured through long-standing use.

For the hapū of Te Whanganui a Tara, who lived alongside one another, it would have been unthinkable to intrude arbitrarily onto land of another hapū or whānau. Any such action would have provoked strong resistance.

In his final report in 1842 as land claims commissioner in New Zealand William Spain summed up the issue for Māori in Te Whanganui a Tara:

"...as I have before described this to be, the boundaries of the parts of the district belonging to each tribe or family are generally pretty well ascertained and admitted between them. As proof of this, I may mention that in the case of native reserves, great difficulty has been found in getting natives belonging to one family to go on a reserve made within the boundary of the land

belonging to another family, although it has been fully explained to them that the reserves are made for the benefit of the natives; generally, and not for any particular tribe or family."

The transfer of the colony from Heretaunga (Hutt Valley) to the flood-free regions in what is now Wellington, had a profound and lasting effect on the people of the pā around the harbour.

Iwi were to feel the effects of a major influx of boatloads of settlers that arrived in 1840 and the years after.

The 1850s marked a significant shift that enabled communally held hapū land to be subdivided into individual titles, allowing the Crown to purchase and on-sell land. Following the establishment of the Native Land Court in 1865, Māori were able to subdivide land further and sell it to parties other than the Crown.

The pressures of colonisation and the loss of land resulted in the Māori population around the harbour dropping in the 1850s. Many left and returned to Taranaki where land had been purchased for them by Governor Grey while others moved to the Hutt Valley to live with their relations. By the mid-1850s most of the Māori population that had been living in Wellington had left with many moving to live in the Hutt.

The change to individual ownership and increasing colonial dominance in the area led to the disappearance of traditional Māori settlement around Te

Whanganui a Tara. By the late 1800s most of the Māori living in Lower Hutt were living on Hutt Section 19 in the present-day suburb of Waiwhetū which had been set aside as a Native Reserve in the McCleverty awards of 1847.

In the 1920s the last traditional pā site left in Māori ownership was Waiwhetū Pā located in the estuary at the confluence of Te Awa Kairangi and the Waiwhetū Stream. In 1928 the Hutt River Board took the land of the pā, except for Ōwhiti Urupā, through the Public Works Act for river protection works. The land taken was never used for river protection but was instead developed into the industrial area along Seaview Road.

In less than 100 years from the arrival of the NZ Company Mana Whenua had lost virtually all the traditional sites around Te Whanganui a Tara. In 1943 Hutt Section 19 was taken from its Māori owners through the Public Works Act for housing purposes. Once part of Section 19 the land that is today Te Whiti Park was used as a military base for the remainder of the Second World War but was never used for housing. Many of the whānau that were living on Hutt Section 19 were then rehomed in the houses built in what is now Puketapu Grove and the area around it.

Te Whanganui a Tara has transformed completely from the landscape that the hapū migrating from Taranaki encountered in the late 1820s. The last remnants of the pā that existed when

the NZ Company arrived in 1839 are Ōwhiti Urupā, which was once part of Waiwhetū Pā, and Te Puni Urupā, formerly part of Pito One Pā. Today the main Mana Whenua groups in Te Whanganui a Tara are descendants from the various hapū of Te Āti Awa along with hapū from Taranaki (iwi), Ngāti Tama, Ngāti Mutunga and Ngāti Ruanui. These people are beneficial owners in the Wellington Tenths Trust

and the Palmerston North Māori Reserve Trust and are members of the Port Nicholson Block Settlement Trust.

Te Aro Flat, Wellington, ca. 1857. Houses along Manners Street with Te Aro Pā at the end of the built-up block.





Above - Looking north at Shell Gully 1974. Construction is underway in what was the Kumutoto Stream gully.
Next page - Pa Te Aro Wellington New Zealand looking towards the Hutt River - 1842 or 1843. Edmund Norman.

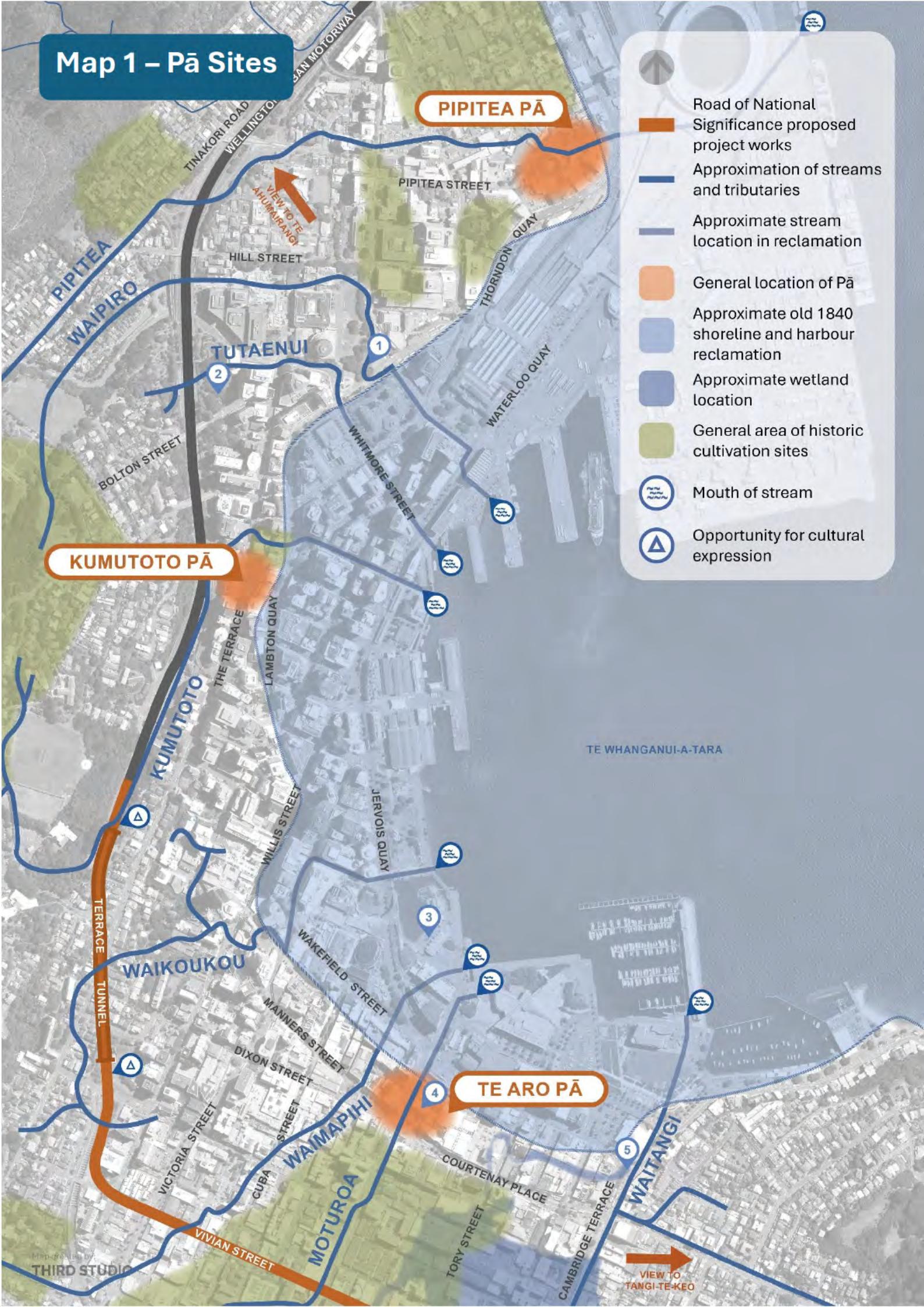
Cultural Landscape

The Project corridor traverses a deeply layered cultural landscape shaped by pā, kāinga, cultivations, wetlands, and awa. Although extensively modified through colonisation and urban development, these places remain central to Mana Whenua relationships with the area and continue to underpin obligations of kaitiakitanga.

Mana Whenua expect the Project to recognise this history and respond appropriately to the cultural values embedded within it.



Map 1 – Pā Sites



PIPITEA PĀ

KUMUTOTO PĀ

TE ARO PĀ



- Road of National Significance proposed project works
- Approximation of streams and tributaries
- Approximate stream location in reclamation
- General location of Pā
- Approximate old 1840 shoreline and harbour reclamation
- Approximate wetland location
- General area of historic cultivation sites
- Mouth of stream
- Opportunity for cultural expression

Cultural Landscape

For Mana Whenua, the proposed State Highway 1 corridor traverses a cultural landscape shaped by pā, kāinga, cultivations, wetlands, and awa. Understanding potential cultural effects requires consideration of the wider area historically known as Huriwhenua and Te Aro Flat, including Pukeahu (Mount Cook), Hauwai (Basin Reserve), and Akatarewa Pā on the slopes of Te Ranga a Hiwi (Mount Alfred).

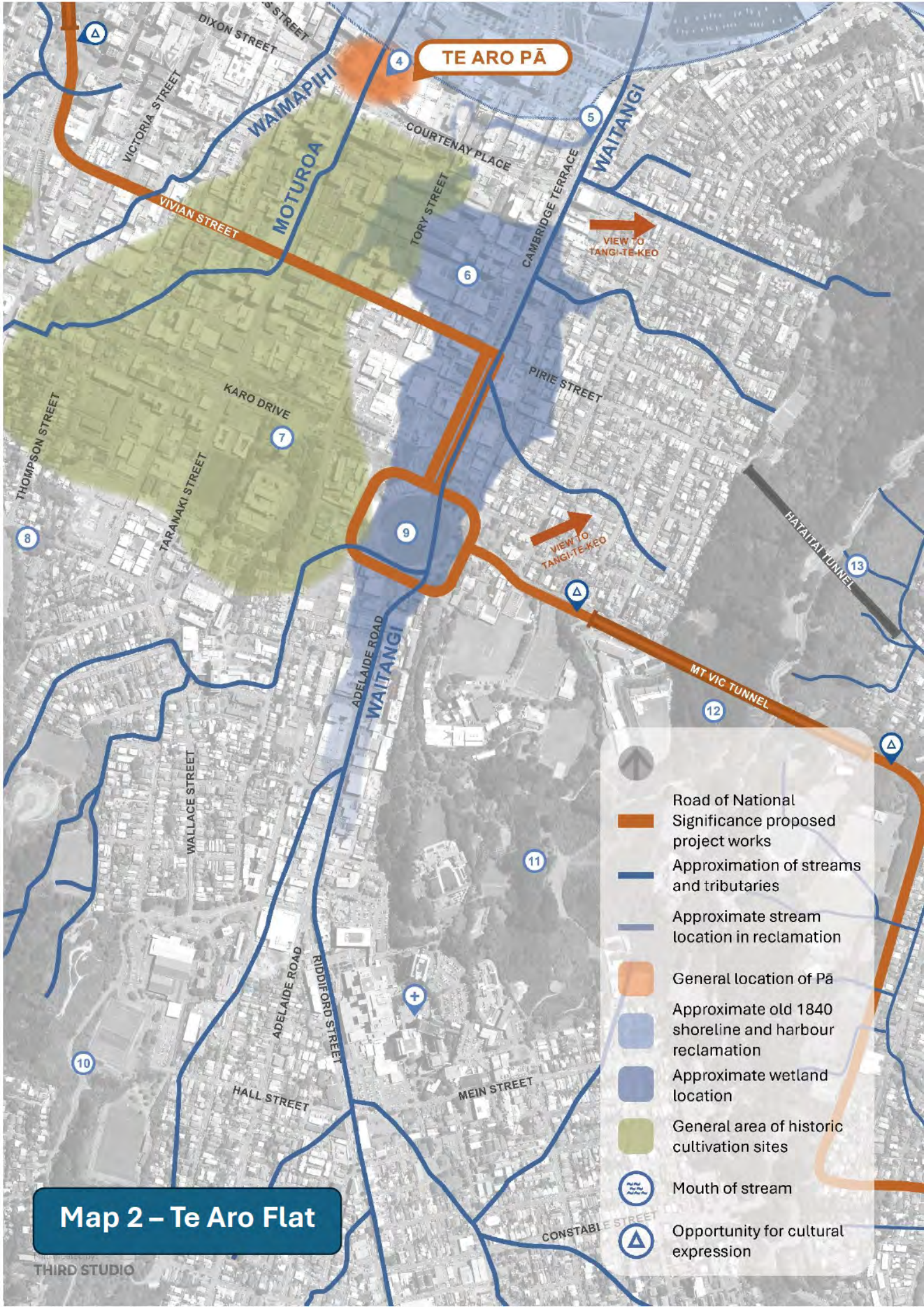
Ancestral narratives describe the formation of Te Whanganui a Tara and its surrounding ridgelines. According to tradition, the harbour was once an enclosed lake inhabited by the taniwha Ngake and Whātaïtai. Ngake created the harbour entrance, while Whātaïtai became stranded and his spirit, Te Keo, ascended to Matairangi (Mount Victoria), giving rise to the name Tangi te Keo. These narratives are embedded in place names and landscape features, including Hataïtai and the ridgelines of Mount Victoria, and extend across the corridor from the Terrace Tunnel through Pukeahu and Hauwai to Evans Bay.

The corridor passes through areas that were intensively used for gardening and settlement up to and during the early period of colonisation. Cultivations extended across the western side of Te Aro Flat and onto the slopes of Pukeahu and Mt Alfred. The marshy area on the eastern side of Te Aro Pa extended up to the Hauwai wetland at what is now the Basin Reserve. These associated wetlands and freshwater systems provided mahinga kai resources and materials for construction.

Ngāi Tara occupied the area for many centuries, with later periods of residence by Ngāti Ira groups who intermarried and maintained occupation across the harbour and coastal margins. In the early nineteenth century, Ngāti Mutunga and Ngāti Tama established settlements in Te Whanganui a Tara, followed by Te Āti Awa and associated Taranaki Whānui hapū who re-established occupation around Te Aro and the harbour after Ngāti Mutunga migrated to the Wharekauri (Chatham Islands) in 1835.

Sites

- ① Historic waka landing site (Waititi Landing) & present day pouwhenua
- ② Space of tapu: site of urupā at present day Bolton Street Cemetery
- ③ Te Raukura - Te Wharewaka o Pōneke and statue of Kupe
- ④ Toenga o Te Aro: remains of whare from Te Aro Pā
- ⑤ Waitangi Lagoon & Waitangi Stream



TE ARO PĀ

VIEW TO
TANGI-TE-KEO

VIEW TO
TANGI-TE-KEO

Map 2 – Te Aro Flat

Pā, Kāinga, and Cultivations

Sites

- ④ Toenga o Te Aro: remains of whare from Te Aro Pā
- ⑤ Waitangi Lagoon & Waitangi Stream
- ⑥ Huriwhenua
- ⑦ Pukeahu
- ⑧ General area of Ngā Kumikumi Ngakinga
- ⑨ General area of Hauwai mahinga kai
- ⑩ General area of Omaroro Ngakinga
- ⑪ General area of Kaipapa
- + Wellington Regional Hospital
- ⑫ General area of Te Akatarewa Pā
- ⑬ General area of Te Ranga a Hiwi

Te Akatarewa Pā was located on the slopes of Mt Alfred above present-day Wellington College and represented a major settlement of Ngāi Tara, with occupation possibly dating to the 13th century. Surrounding the pā were garden areas, forest resources, and wetlands that supported sustained occupation over many centuries.

Huriwhenua or Te Aro Flat formed a core cultivation and settlement area bounded by the Waitangi, Waikoukou, and Waimapihi awa. These waterways structured land use patterns, drainage, and movement across the landscape, and continue to underpin the alignment of contemporary infrastructure. State Highway 1 now crosses these same catchments,

which are largely piped and no longer visible in the urban environment.

The Hauwai wetland, located in the area now occupied by the Basin Reserve, functioned as a mahinga kai area supporting tuna and other freshwater species, as well as wetland plants used in building and daily life. Streams from springs near present-day Wellington Hospital flowed through Hauwai into the Waitangi Stream and onward to Te Whanganui a Tara.

Te Aro Pā

Te Aro Pā alongside Pipitea and Kumutoto, was one of the three pā within the inner harbour area and formed a central focus of occupation for Taranaki Whānui in Te Whanganui a Tara. The wider area associated with the pā contains most of the footprint of the proposed SH1 Project.

Established by Ngāti Mutunga in the early 1820s the pā was built on the original shoreline of the harbour alongside the Waimapihi Stream with the Waitangi Stream to the east and the Waikoukou Stream to the west. When Ngāti Mutunga left the region for Wharekauri in 1835 possession passed to the Ngāti Tupaia hapū of Ngāti Ruanui iwi and Ngāti Haumia hapū from Taranaki iwi.

At the time of colonisation, the pā covered approximately five acres and supported a population of nearly 200 people, with many others living there on a temporary basis. Extensive

cultivations extended south toward Pukeahu (Mt Cook), with further cultivation areas at Omāroro (Vogeltown) and Paekawakawa (Island Bay). These areas now lie beneath major urban infrastructure, including roading, tunnels, and commercial development, but remain part of an ancestral cultural landscape maintained through whakapapa and kōrero tuku iho.

Kumutoto Pā

Kumutoto Pā was one of the principal Māori settlements in the inner harbour, located on the foreshore at the mouth of the Kumutoto Awa near present-day Woodward Street and The Terrace. The pā was originally established by Wi Piti Pomare of Ngāti Mutunga in 1824.

Kumutoto held economic significance prior to formal colonisation and in the early 1830s was a centre for flax gathering, processing, and trade with

Europeans. In 1834 the processing was abandoned following the battle of Haowhenua on the Kapiti Coast out of fear of reprisals on local iwi from Ngāti Raukawa.

In 1835 the migration of Ngāti Mutunga and Ngāti Tama saw occupation at Kumutoto transition to the hapū of Te Āti Awa led by Ngātata-ī-te-Rangi and his son Wi Tako Ngātata. The arrival of the NZ Company and subsequent colonisation of Te Whanganui a Tara resulted in pressure on Kumutoto as the city of Wellington developed and by the 1850s many of the inhabitants had moved to Pito One and the Hutt Valley.

The Kumutoto Pā reserve that was created by McCleverty in 1847 was subdivided in the 1860s and land was progressively sold throughout the late nineteenth century. By the 1890s the remaining Māori landholdings at Kumutoto had been alienated.

Looking south to Lambton Quay 1860. Kumutoto Pā was located mid- shoreline about where the red-roofed building is. Colourised original.



Colonisation and subsequent urban development rapidly transformed the Te Aro and Kumutoto landscape. The shift from customary land tenure to individual title, combined with increasing colonial settlement and infrastructure development, resulted in the progressive alienation of Māori land. At both Te Aro and Kumutoto, access to the shoreline, freshwater systems, and cultivation areas was severed as the city expanded.

By the late nineteenth century traditional Māori settlement within central Wellington had largely ceased, with residents relocating to Taranaki and the Hutt Valley. Landholdings at Kumutoto had been alienated and the final Māori-owned land at Te Aro was sold in 1902. Through this process of colonisation the pā had effectively been assimilated into the growing city, yet they remain important to the Mana Whenua cultural values in the Project area.

Transformation of the Landscape and Infrastructure Overlay

The current State Highway 1 alignment overlays this earlier cultural landscape and follows the same topographic and hydrological structure that shaped Māori occupation and land use. The corridor includes the Basin Reserve, Kent and Cambridge Terrace, Te Aro Flat, and the Mt Victoria and Terrace Tunnel portals, all of which intersect areas of

historical settlement, cultivation, and freshwater systems.

Despite extensive modification, the awa, wetlands, and cultural sites associated with Te Akatarewa, Hauwai, Te Aro, and Pukeahu continue to underpin Mana Whenua relationships with the area. Piped streams, altered landforms, and buried sites do not diminish cultural values or obligations of kaitiakitanga.

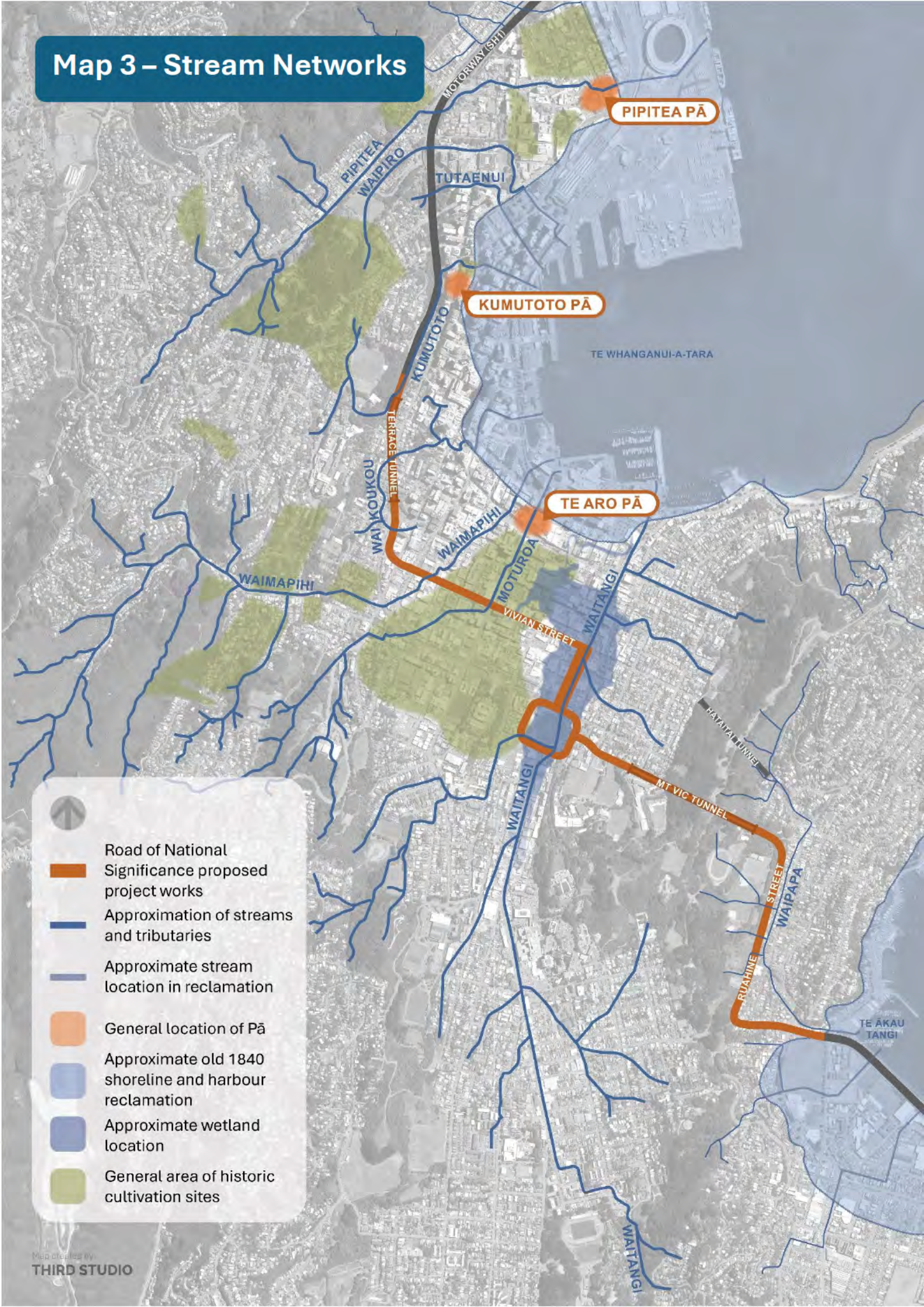
Implications for the Proposed Project

The proposed works traverse an area of layered tangata whenua history where infrastructure overlays former pā, kāinga, cultivations, wetlands, and awa. These historical patterns are directly relevant to contemporary design considerations, particularly stormwater management, daylighting opportunities, and interpretation of hidden freshwater systems.

Recognising this cultural landscape provides a basis for integrating Mana Whenua values into infrastructure design, including opportunities to interpret hidden awa, acknowledge former wetlands and cultivation areas, and support ongoing restoration and education initiatives aligned with Mana Whenua aspirations.

Failure to recognise this landscape would be a missed opportunity on a project of this scale.

Map 3 – Stream Networks



Streams and Stormwater

Streams and stormwater management are central to how the Project affects terrestrial and marine environments and whether it delivers improved ecological outcomes. Piped and modified awa form an interconnected system linking the hills, urban catchments, and Te Whanganui a Tara, and have long been degraded by urban development and stormwater discharges.

While construction effects require careful management, Mana Whenua expect design responses to improve water quality, ecological function, and recognition of awa as living systems.



Introduction

For Mana Whenua, the management of stormwater, awa, and associated infrastructure is inseparable from cultural expression and cultural outcomes. This section of the Cultural Impact Assessment addresses the proposed Wellington State Highway 1 Project in relation to its potential effects on freshwater and coastal environments, and the urban ngahere that supports indigenous flora and fauna.

The matters addressed in this section reflect the scale, purpose, and long-term influence of the SH1 Project. They focus on how the Project responds to environmental and ecological impacts associated with major transport infrastructure, and how adverse effects on awa, coastal receiving environments, and connected ecosystems are avoided, remedied, or mitigated through design.

Given the scale of investment and permanence of the works, stormwater and waterway management are considered fundamental design components rather than secondary technical matters. These systems form the primary means by which the Project's terrestrial and marine ecological outcomes are realised.

Project Context

The proposed SH1 works are not simply a package of significant road

upgrades through a heavily modified landscape. While the urban environment has been substantially altered through historical development, the corridor continues to traverse a landscape structured by water and directly crosses significant awa that have been instrumental in the ecological, cultural, and social history of Wellington.

From west to east, the proposed SH1 expansion directly crosses Kumutoto, Waikoukou, Waimapihi, Moturoa, Waitangi, and Waipapa. Stormwater generated along the road corridor discharges into these awa, which are all in culverts, before entering Te Whanganui a Tara. As a result, decisions about stormwater management have consequences that extend beyond the immediate road corridor, affecting freshwater systems, coastal environments, and the cultural relationships Mana Whenua maintain with these places.

Historical urban development in Wellington has, over generations, failed to adequately consider how land-based activities affect freshwater and coastal environments. The impacts of roads, including the generation of a complex mixture of contaminants, are now well understood, as are the established methods available to mitigate these effects. These methods must be integrated into the Project from the outset if meaningful environmental and cultural outcomes are to be achieved.

There have also been significant lost opportunities along the existing SH1 corridor, particularly through major projects such as the original Terrace Tunnel, Karo Drive, and the Arras Tunnel. These projects did not adequately consider their relationship with the awa that flow from forested headwaters to Te Whanganui a Tara. As a result, streams were further degraded through piping, barriers were installed that prevented fish migration, and a cocktail of heavy metals, hydrocarbons, and microplastics was enabled to flow directly into freshwater awa and the shallow coastal waters of the harbour.

The current Project provides an opportunity to take a different approach. With an investment of approximately \$3.8 billion, the Project has the potential not only to mitigate its direct impacts, but also to address some of the legacy effects created by the existing state highway. Mana Whenua do not regard awa as drains, as inconvenient constraints, or as engineered infrastructure. Awa are living systems and the freshwater veins of the city, carrying mouri and sustaining cultural, ecological, and community relationships.

Kumutoto Awa culvert where it drops approximately 11m before being piped under the Terrace Tunnel and motorway



Piped Awa

The awa directly impacted by the SH1 route may currently be confined within brick and concrete pipes, but they continue to maintain mouri and are cherished for their cultural and ecological values. While current statutory definitions may not formally recognise piped streams as streams, the water that flows through them remains the only physical connection between headwaters and the coast.

For Mana Whenua, the obligation to protect water does not cease when an

awa enters a pipe. These piped systems remain critical pathways for indigenous biodiversity and, unless appropriately managed, act as direct conduits for harmful contaminants entering Te Whanganui a Tara. The protection and respect of these connections is fundamental to the health of Te Taiao.

Historic Waimapihi brick culvert uncovered during the Z Energy Vivian Street re-build



Stream-by-Stream Context

The following sections provide a high-level description of the awa affected by the Project and the cultural and ecological values that must be recognised in design and decision-making.

Kumutoto Awa

Kumutoto is a culturally significant awa recognised as a Wāhi Tūpuna that continues to support indigenous freshwater species despite extensive historic modification. The Project presents an opportunity to address long-standing effects through improved stormwater management, restoration of fish passage, and potential daylighting, in alignment with the objectives of the Kumutoto Restoration Project. These measures are expected to contribute to long-term uplift of mouri and enduring cultural and ecological improvement beyond the immediate project area.

Early work on the northern Terrace Tunnel portal with Kumutoto forest on the right of picture



Kumutoto holds important cultural significance for Mana Whenua. Kumutoto Pā was situated on its banks close to where it met Te Whanganui a Tara and it is said the stream received its name due to its role in the labour and childbirth practises of Mana Whenua. This includes kōrero regarding a birthing pool that was located at a bend in the stream near present-day 88 The Terrace.

The Kumutoto catchment extends from the ridgeline in the hills above Pukehinau (Kelburn) and today flows through what is now a highly urbanised environment, entering Te Whanganui a Tara at Lady Elizabeth Lane adjacent to the Ngā Kina sculpture. It was the first stream piped in Wellington in the 1860s. Despite extensive modification, Kumutoto remains a culturally and ecologically significant awa, and its values are formally recognised through the designation by Heritage New Zealand Pouhere Taonga of the Kumutoto forest and the remaining open reach of the awa alongside Salamanca Road in Kelburn as a Wāhi Tūpuna.

The open reach of Kumutoto immediately upstream of the Terrace Tunnel supports populations of banded kokopu and kōaro, demonstrating the ongoing ecological function of the awa where natural processes have been retained. This reach represents a rare remnant of an historic freshwater system within central Wellington and provides

important evidence of the awa's capacity to support indigenous species when water quality, habitat structure, and connectivity are maintained. The ecological and cultural importance of this reach has been a focus of ongoing restoration planning and community-led initiatives supported by Mana Whenua.

Significant adverse effects on Kumutoto occurred during the design and construction of the existing Terrace Tunnel and associated motorway infrastructure. The piping of the awa beneath the tunnel and the installation of an approximately 11-metre vertical drop structure at the end of the open section of the stream fundamentally altered its natural form and function. Although effective for stormwater conveyance, these works severed fish passage between Te Whanganui a Tara and the upstream open reach, disconnecting migratory freshwater species from the harbour and reinforcing the treatment of Kumutoto as a stormwater conduit rather than a living awa.

The proposed Project provides a timely opportunity to respond to these historic effects in a manner that aligns with established restoration planning for the awa. Opportunities identified through both restoration planning and project design include returning sections of the awa to the surface above the tunnel, restoring fish passage for climbing species under baseflow conditions, and

integrating stormwater design responses that reduce contaminant and sediment loads entering the stream. Such measures would support the reconnection of freshwater and marine environments and enable indigenous species to complete life cycles that have been interrupted for more than a century.

Treating Kumutoto (and other awa across the project) as a living system supported by its wider catchment, rather than solely as an engineered drainage channel, is consistent with Mana Whenua expectations. This includes integrating stormwater management, freshwater restoration, and land use decisions. Improved stormwater quality entering Kumutoto would support the resilience of aquatic habitats and

contribute to improved conditions within Te Whanganui a Tara.

Long-term monitoring and adaptive management form a key part of restoration approaches for the awa and are also relevant to the proposed works. Establishing robust baseline information prior to construction and monitoring post-construction conditions would enable changes in freshwater health, species presence, and habitat quality to be tracked over time.

Such monitoring provides an evidence base for assessing whether project interventions are achieving their intended outcomes and aligns with Mana Whenua expectations for accountability and ongoing stewardship.

Looking across the area above the Terrace Tunnel towards the Kumutoto culvert. The opportunity to daylight the stream across this area and the new tunnel portal should be investigated.



In our view, aligning Project design and delivery with restoration planning for Kumutoto goes beyond mitigating construction effects and reflects an intergenerational commitment to improving the condition of the awa. Integrating daylighting, fish passage remediation, improved stormwater management, and monitoring within the Project design would acknowledge Kumutoto as a Wāhi Tūpuna and support the restoration of relationships between people, freshwater, and the harbour.

In this context, Kumutoto represents a critical opportunity for the Project to demonstrate how major infrastructure can work alongside established restoration initiatives to address historic environmental harm and deliver enduring cultural and ecological benefits.

The following section outlines the Kumutoto Restoration Project, which provides the primary framework for understanding restoration priorities and responses for the awa.

Kumutoto Restoration Project

Mana Whenua expect that addressing the effects of the Project on Kumutoto is not limited to on-site mitigation within the immediate construction footprint. Given the scale of historic modification to the awa and the enduring presence of the State Highway corridor, there is an expectation that the Project actively

consider opportunities to support restoration outcomes that contribute to long-term improvement. This may include actions beyond the Project area where such measures would meaningfully assist in restoring ecological function, improving water quality, strengthening fish passage, or supporting ongoing monitoring and stewardship of the awa.

The Kumutoto Restoration Project provides an established framework for understanding the cultural, ecological, and catchment-scale values of Kumutoto and the long-term actions required to restore its health and mouri. While the Restoration Project is community-led and independent of transport planning processes, its objectives and findings are directly relevant to infrastructure affecting the awa. Alignment with this work would support a coordinated response to historic modification, ensure Project-related interventions contribute to cumulative improvement at a catchment scale, and align with Mana Whenua expectations for intergenerational uplift of mouri.

Waikoukou

Waikoukou is a smaller awa that is currently fully piped to its headwaters above Boulcott Street. Despite this, it continues to collect groundwater and surface water before discharging into the protected waters of Whairepo Lagoon.

Whairepo Lagoon is culturally significant as a waka launching area and supports a range of recreation, amenity, and biodiversity values. The lagoon gets its name from the stingrays that are regularly seen in its waters, and its surrounds are particularly sensitive. Unmanaged stormwater discharges will convey heavy metals, hydrocarbons, microplastics, and sediments into the lagoon and inner harbour.

Waimapihi

Waimapihi flows from extensive regenerating headwaters within two main tributaries in Waimapihi Reserve (Aro Valley), as well as several smaller intermittent and permanent tributaries. These headwaters support robust fish populations and are highly valued by the community as urban biodiversity hotspots.

The awa flows through Te Aro, including directly adjacent to the site of Te Aro Pā, and discharges into the harbour next to a well-used recreational jumping platform. The piped reach through Te Aro continues to sustain large numbers of tuna living within the piped stream. However, the pipe network does not allow for the passage of tuna and other migratory species up into the headwaters.

Unmanaged stormwater discharges will affect indigenous fish moving through the system, convey contaminants to the inner harbour at a focal recreation location, and reduce future opportunities to daylight and restore the awa.

Waimapihi Stream under Holloway Road



Moturoa

Moturoa flows from the hills of Brooklyn through an open reach in Central Park, before entering a culvert and continuing beneath the city to the intersection of Vivian and Taranaki Streets, then down Taranaki Street to the harbour.

The Central Park reach is a high-profile urban stream with recognised ecological values for indigenous fish and has been the focus of restoration over many years.

There is some uncertainty about its original alignment. Early survey plans variously show it joining the Waimapihi near the Willis/Aro Street

intersection or running separately across the city before disappearing.

Waitangi

Waitangi is one of the largest awa flowing into Te Whanganui a Tara, with a catchment extending south to the ridgeline and summit of Mount Albert. The western tributary includes an extensive open reach through Papawai Reserve, while the eastern tributary retains smaller open sections near the zoo.

Waitangi supports kōkopu, kōaro, tuna, and kōura and is the focus of a long-standing and active community restoration programme spanning more than 20 years. The awa once

The Basin Reserve 1877 with the Waitangi Stream contained in the drainage ditches in the middle of the photo



supported an extensive wetland system called Hauwai in the area now occupied by the Basin Reserve and Huriwhenua on Te Aro flat. The stream continues to sustain large populations of tuna within its piped reaches.

Previous aspirations to daylight Waitangi within the Kent/Cambridge Terrace road-reserve remain relevant and should be considered as part of the proposed works. The convergence of the two main tributaries beneath the Basin, with the western tributary entering from a higher elevation under Rugby Street, presents an opportunity to return the awa to the surface within the road reserve. Unmanaged stormwater discharges will continue to degrade ecological values and limit future restoration potential.

Waipapa

Waipapa drains the eastern flank of Tangi te Keo and Matairangi (Mount Victoria). Open stream reaches occur along Hapua Street in Hataitai and in small intermittent tributaries on the western side of Ruahine Street. These streams support populations of kōkopu and kōura and connect via piped sections to Ākau Tangi (Evans Bay).

Ākau Tangi has been identified as a pollutant hotspot due to its location within the harbour, and further degradation will affect ecologically significant populations. There is also significant existing flood risk for the

community on the eastern side of Ruahine Street where Waipapa has been piped. Unmanaged stormwater discharges will exacerbate these issues and reduce opportunities to improve community resilience.

Overall Effects

All awa crossed by the proposed Project hold distinct cultural and ecological values and collectively connect unmanaged stormwater discharges to Te Whanganui a Tara.

It is critical that the Project demonstrates good practice in stormwater management, protects freshwater and coastal environments from contaminants, and recognises the fundamental connection between remaining headwaters and the harbour.

Proposed Project Principles

Based on the cultural, ecological, and social importance of urban awa, and the need to protect the health of Te Whanganui a Tara, Mana Whenua consider that the following principles must guide all decision-making for the proposed SH1 expansion:

- Uplift the mouri and mana of the awa crossed by the Project.
- Respond to the critical ecological connections within piped awa and the taonga species that live and migrate beneath the road alignment.

- Ensure all polluted stormwater generated by current and future road surfaces is fully treated in accordance with industry standards.
- Address existing flood impacts along the route in ways that reduce risk to vulnerable communities.
- Support carbon-neutral outcomes through restoration of ngahere in awa headwaters.
- Leverage the Project as a platform for education and intergenerational knowledge transmission, including opportunities for public education on Mana Whenua values and the presence and significance of piped and hidden awa, alongside targeted involvement of rangatahi in design, monitoring, and restoration activities.

In addition to meeting regulatory and technical requirements, the Project provides an opportunity to reveal and interpret the hidden network of piped urban awa and associated stormwater infrastructure. Public interpretation of piped and daylighted stream sections, treatment systems, and restoration areas can support awareness of Mana Whenua values and the functioning of freshwater systems within the city. Involving rangatahi in design, monitoring, and restoration activities can support intergenerational transmission of mātauranga Māori

and build future capability, aligning with iwi aspirations for cultural revitalisation and active kaitiakitanga.

Given the scale and permanence of the proposed works, the Project must align with stormwater regulations and the values expressed in Te Mahere Wai o Te Kāhui Taiao and the Te Whanganui a Tara Whaitua programme. At a minimum, this requires capture and treatment of the first flush of stormwater prior to discharge. A combination of nature-based solutions and proprietary devices should be employed where spatial constraints apply. Cost, space, or operational constraints are not considered valid reasons for failing to achieve these outcomes on a project of this scale.

Examples of Project-Specific Outcomes

Examples of outcomes that could reasonably be included within the scope of the proposed works include:

- A project-wide assessment of road widths and work extents, applying international best practice to avoid a traditional motorway standard through the urban environment, with cost savings redirected to environmental outcomes.
- A project-wide stormwater mitigation plan that quantifies contaminant loads for all seven awa and clearly demonstrates

how these will be mitigated, prioritised early in design.

- Ensuring the cultural significance of Kumutoto and its Wāhi Tūpuna by reversing the piping and obstruction of fish passage on the awa associated with the existing Terrace Tunnel, including returning baseflows above the tunnel, reinstating fish passage, daylighting beneath elevated roadway sections, providing pedestrian access along the awa, and funding ongoing restoration of the Kumutoto Forest Wāhi Tūpuna.
- Collaborative exploration of daylighting opportunities for Waitangi Stream within the Kent/Cambridge Terrace corridor.
- Use of town belt land and property acquisition along the eastern slopes of Matairangi to integrate nature-based solutions for Waipapa and reflect the significance of Tangi te Keo and Matairangi.
- Support for iwi-led restoration of the eastern slopes of Matairangi, including funding for a dedicated Te Taiao restoration team.
- Compensation for town belt loss through acquisition and restoration of land near affected areas, including opportunities to daylight

Waipapa and address flooding on Ruahine Street.

- Support for existing community restoration initiatives within the Waitangi, Moturoa, and Waimapihi catchments.

The Streams and Stormwater components of the Project provide a broader opportunity to demonstrate how major infrastructure can work alongside Mana Whenua objectives for freshwater health and restoration at a catchment scale. Integrating stormwater and awa considerations within project design shows how transport infrastructure can move beyond narrow effects management and contribute to long-term improvement of freshwater systems that connect land and harbour environments.

By aligning design responses with Mana Whenua values for awa as living systems, the Project can illustrate how large-scale infrastructure can acknowledge historic modification, support restoration objectives, and deliver enduring environmental outcomes, while remaining responsive to both cultural priorities and technical requirements.



Creating Kelburn Park 1902. Looking up Kelburn Parade with the Kumutoto gully to the left.

Looking across the Kumutoto gully towards The Terrace from Everton Terrace 1877. Much of this gully is now the urban motorway.



Terrestrial and Wetland Environments

Terrestrial and wetland environments within and beyond the Project area form part of a wider ecological and cultural landscape that supports indigenous species and connectivity across the city and harbour. While vegetation clearance and construction disturbance require careful management, they do not define the Project's long-term responsibility.

Mana Whenua expect the Project to contribute to improved ecological outcomes rather than simply manage adverse effects, including through offset planting and restoration that strengthen habitat connectivity beyond the immediate footprint.





Terrestrial and Wetland Environments

The terrestrial and wetland environments within and adjacent to the Project Designation form part of a wider cultural landscape that continues to support indigenous flora and fauna despite long-standing urban development and infrastructure. Areas such as the Town Belt around the Mount Victoria and Terrace Tunnels, Hataitai Park, and associated green spaces provide important habitat connectivity, refuge, and foraging opportunities for indigenous species within an otherwise built-up environment.

These areas support a range of indigenous birds, lizards, and plant species, including species that are regionally or nationally at risk. Regenerating broadleaf forest within the Town Belt provides particularly important habitat for indigenous birds and lizards and benefits from active pest management. Mixed indigenous–exotic vegetation and specimen trees, while more modified, contribute to ecological connectivity and provide stepping-stone habitats across the urban landscape. Wetlands within the Project Designation are small, modified, and dominated by exotic vegetation, but their presence remains significant given the scarcity of inland wetlands in the wider environment.

The Project will result in permanent loss of terrestrial vegetation and

wetland areas, leading to the removal of habitat for indigenous flora and fauna and changes to existing ecological patterns. Vegetation clearance and construction activities also present a risk of injury or mortality to indigenous birds and lizards, as well as temporary disturbance from noise, vibration, and dust. These effects are of concern to Mana Whenua and require careful management to avoid unnecessary harm, including appropriate timing of works, fauna salvage and relocation, and protection of remaining habitats during construction.

In our view the assessment of effects does not end with the management of construction impacts. Given the scale, permanence, and long-term presence of the Project, there is an expectation that effects management measures do more than simply offset or compensate for habitat loss. Infrastructure of this nature carries an obligation to contribute to improved terrestrial and wetland outcomes over time, particularly within an urban environment where ecological values are already constrained.

Measures such as indigenous revegetation, restoration planting, habitat enhancement, and ongoing pest management are expected to result in a net improvement in ecological function and connectivity across the Project area. Replacement planting, including the establishment of new specimen trees and enhancement of ecological linkages

with the Town Belt, should be designed to strengthen long-term habitat values rather than simply replace what has been lost. Similarly, any wetland offset or restoration measures should aim to increase the extent, function, and resilience of wetland environments within the catchment, consistent with the direction of no further loss of wetland extent.

For Mana Whenua, success will be demonstrated not only by the avoidance of significant adverse effects during construction, but by evidence that terrestrial and wetland environments are in a better condition over time than they would have been without the Project. This includes improved habitat connectivity, increased indigenous vegetation cover, enhanced support for indigenous birds and lizards, and more resilient ecological systems within the urban landscape.

Overall, Mana Whenua expect the Project to form part of an intergenerational commitment to improve how land-based infrastructure interacts with the terrestrial and wetland environments of the area. With effective implementation of effects management measures, careful management of construction impacts, and restoration and enhancement measures that deliver enduring benefits, the Project can align with kaitiakitanga principles and contribute to improved ecological

outcomes for current and future generations.

Bird Abundance and Connectivity

In recent years, there has been a noticeable increase in indigenous bird presence across Wellington, reflecting broader ecological recovery occurring at a regional scale. This trend is widely associated with sustained predator control and habitat restoration initiatives. The “urban island” predator free sanctuary of Zealandia and its halo effect along with city-wide predator reduction programmes such as Predator Free Wellington have contributed to increased breeding success, wider dispersal, and greater visibility of indigenous bird species beyond core refuge areas.

As a result, species such as kākā, kererū, tūī, korimako, riroriro, pīwakawaka, toutouwai, and tītītipounamu are now more frequently observed moving through urban green spaces, including the Wellington Town Belt.

Kākā were locally extinct in Wellington for over a century but because of the breeding population introduced to Zealandia just over 20 years ago there has been a recovery from local extinction and kākā are now commonly observed across residential and urban areas as they spread through the city. Predator free Wellington report that kākā have been recorded on Motu Kairangi.

Kārearea pairs are breeding in the town belt. They have foraging territories that include the inner city and have been observed flying over Pukeahu and perching on top of the Carillon. This increase in bird abundance is an important indicator of improving ecological conditions and reinforces the value of maintaining and strengthening habitat connectivity within the urban landscape.

The Town Belt around the Mount Victoria Tunnel plays a particularly important role in this regard. This area functions as a key ecological linkage between larger forested areas in the west of the city and Motu Kairangi / Miramar Peninsula, enabling birds to move between habitats for foraging, nesting, and dispersal.

The Mount Victoria ridgeline and associated vegetation provide a natural corridor that supports bird movement from the Town Belt toward Motu Kairangi, including areas where increased bird activity has been observed in recent years.

Motu Kairangi functions as an important ecological stopover within a wider movement corridor across Te Whanganui a Tara, linking habitats on the western side of the harbour with Matiu, the East Harbour Regional Park, and the Remutaka Forest Park. The viability of the Miramar Peninsula as a foraging and resting area is an important factor in supporting bird movement across the harbour and into the eastern ranges.

Mana Whenua believe that restoration and offset planting associated with the Project should contribute to the strengthening of connected urban ecological “islands” across Wellington. In an increasingly modified urban environment, areas such as the Town Belt, Motu Kairangi, Matiu, the harbour margins, and regenerating forest remnants function collectively as refuge and movement nodes that enable indigenous bird species to disperse, forage, and establish across the city and wider harbour area.

Kākāriki spotted for the first time in living memory on Motu Kairangi and a Kākā photographed on Mt Victoria





Strengthening these interconnected habitats is important to ensuring that ecological recovery occurring within Wellington can continue and expand over time.

Given this context, vegetation and habitats within the Project area should be considered not only in terms of their local ecological value, but for their contribution to wider movement networks that support regional bird populations. Maintaining and enhancing these connections is important to ensure that gains and restoration initiatives are not undermined by habitat fragmentation associated with new infrastructure.

The Project presents an opportunity to reinforce these existing ecological corridors through revegetation and long-term habitat enhancement. Offset planting within the Wellington Town Belt—particularly along the Project corridor through Hataitai—is strongly supported by Mana Whenua, as it can strengthen vegetation continuity along the ridgeline and reinforce connections between the central city and Motu Kairangi.

Community groups are actively involved in planting and restoration projects within the Town Belt. In the area behind the Badminton Hall in Hataitai, a local community group has been undertaking pest plant removal and replanting with native species. During a site visit to this area, several native bird species were observed or heard, including tūī, kōtare, pīwakawaka, and kākā.

Mana Whenua note that technical investigations undertaken as part of the Project have identified significant constraints to the establishment of a functioning wetland system within this location following removal of the hall. While Mana Whenua had strongly supported investigation of wetland restoration opportunities at this site, we accept that physical and technical constraints mean the site is unable to support a functioning wetland habitat.

We remain supportive of wetland restoration where suitable opportunities exist. Where this is not feasible, we do not consider that offsetting or compensation needs to be delivered on a like-for-like basis at another location distant from the Project area. Our preference is to direct environmental offsetting toward locations closer to the Project area that can deliver enduring ecological improvement at a wider landscape scale.

In this context, Mana Whenua strongly support offset planting and ecological enhancement opportunities at Mātai Moana on Motu Kairangi. Restoration and revegetation in this area would strengthen the ability of the Miramar Peninsula to function as an important movement corridor and ecological refuge for indigenous bird species dispersing across Te Whanganui a Tara.

Directing restoration investment toward Mātai Moana and associated

areas of Motu Kairangi has the potential to deliver greater long-term ecological outcomes than would be achievable through isolated interventions within the Project corridor itself, including strengthening habitat resilience and reinforcing ecological connectivity between the harbour, peninsula, Town Belt, and eastern hill environments.

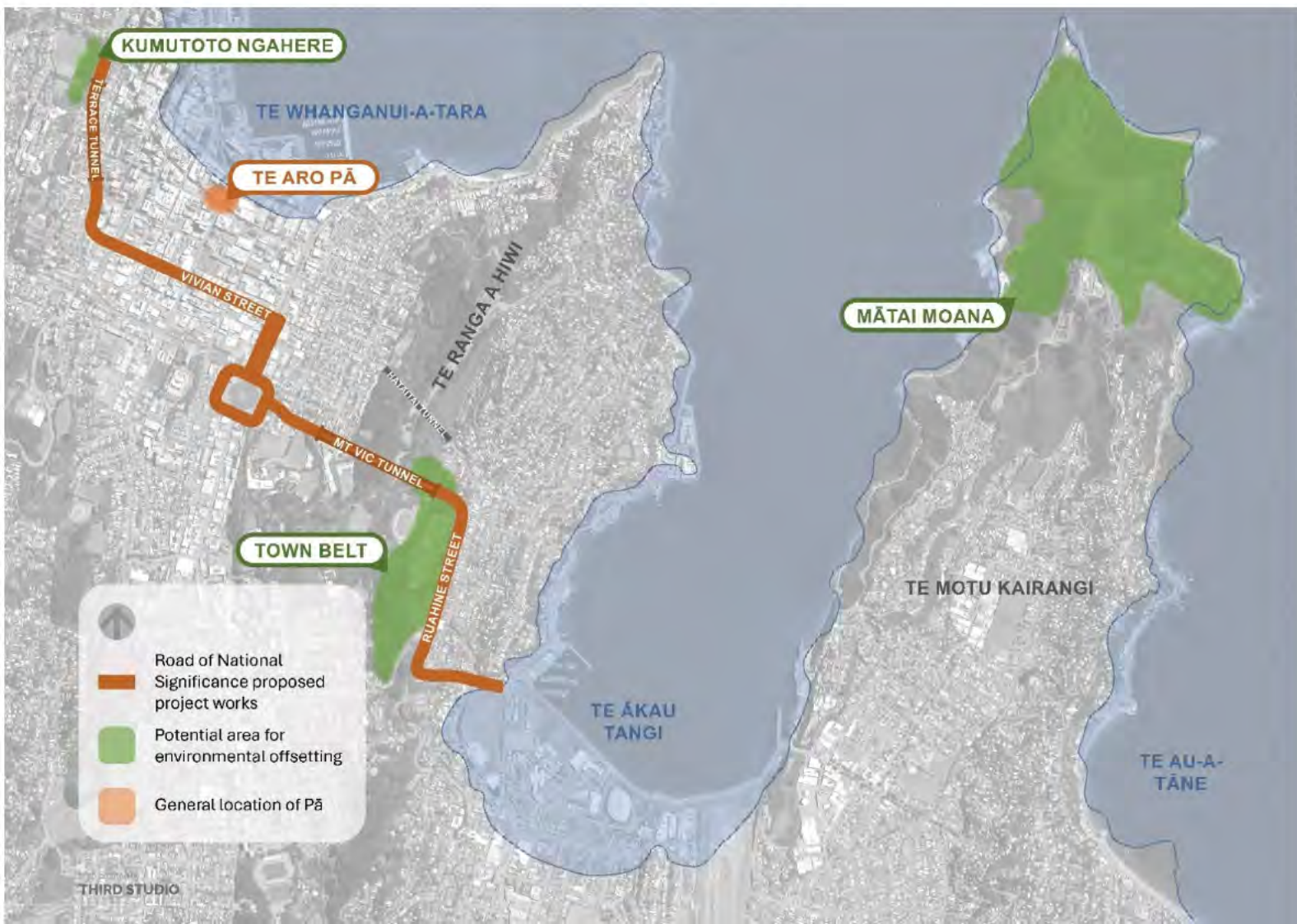
Mana Whenua expect that offset planting undertaken to reinforce these corridors will be delivered in a way that enables Mana Whenua-led involvement, including opportunities for rangatahi to participate in planting, maintenance, and

monitoring as part of building long-term kaitiakitanga capability.

Environmental Offsetting, Bird Movement, and Town Belt Connectivity

Environmental offsetting associated with the Project should reinforce existing ecological movement networks, particularly those that support the increasing presence and dispersal of indigenous bird species across the city. This role has become increasingly important as predator control and restoration initiatives have resulted in higher bird abundance and wider use of urban green spaces.

Map 4 - Potential areas for environmental offsetting



Offset planting within the Wellington Town Belt is expected by Mana Whenua, particularly along the Project corridor where Hataitai is a priority location. Replanting in this location provides an opportunity to strengthen the continuity of vegetation along the Town Belt ridgeline. Locating offset planting close to the area of impact is important to ensure that the ecological functions affected by vegetation removal—such as foraging, shelter, and movement—are addressed in a spatially relevant and effective manner.

In addition, the Kumutoto Forest above the Terrace Tunnel represents another important area for consideration in relation to environmental offsetting. This area forms part of the wider Town Belt forest network and provides established indigenous vegetation that supports forest bird species and contributes to ecological connectivity between the central city, the western hills, and adjoining green spaces. Enhancing vegetation and habitat values within the Kumutoto forest has the potential to reinforce existing bird movement pathways and complement offset planting proposed along the Hataitai section of the corridor.

Revegetation and enhancement within both the Hataitai Town Belt corridor and the Kumutoto forest area can directly support bird movement by increasing canopy cover, improving

food availability, and strengthening shelter along established movement routes. Over time, this planting is expected to assist species such as kākā, kererū, tūī, korimako, toutouwai, and other forest and edge-adapted birds to move more readily between habitats across the urban landscape. From a kaitiakitanga perspective, reinforcing these connections is essential to ensuring that gains achieved through predator control and restoration are not undermined by habitat fragmentation associated with new infrastructure.

Mana Whenua expectations are that environmental offsetting in these locations contributes to improved ecological outcomes, rather than functioning solely as compensation for vegetation loss. Offsetting within the Town Belt and Kumutoto forest should be designed to strengthen long-term habitat connectivity and resilience, complement existing pest management and restoration programmes, and deliver enduring benefits over time. In this context, offset planting along the Hataitai corridor and enhancement of the Kumutoto forest represent appropriate and supported responses to Project effects, provided they demonstrably reinforce bird movement corridors and contribute to sustained improvement in ecological conditions across the wider landscape.

Linking the Marine and Terrestrial Environments

For Mana Whenua, the marine, terrestrial, and wetland environments addressed in this assessment cannot be considered in isolation. The health of Te Whanganui a Tara is directly influenced by how land-based environments are managed, including vegetation cover, habitat connectivity, and stormwater treatment across the catchment.

As a result, effects on the harbour must be understood alongside effects on the Town Belt, forested areas, and wetlands, and expectations for environmental improvement extend across both land and marine environments. Strengthening terrestrial habitats and connectivity is an essential component of improving marine outcomes over time, rather than a separate or secondary consideration.

Mana Whenua Involvement in Offsetting, Monitoring, and Education

Environmental offset planting and ecological monitoring associated with the Project should be delivered in a way that supports both improved environmental outcomes and the development of people. Offsetting within the Town Belt, including along the Hataitai corridor and within areas such as the Kumutoto forest, presents an opportunity for Mana Whenua to

be actively involved in the delivery of revegetation programmes. Mana Whenua seek opportunities for rangatahi and others to participate directly in planting, maintenance, and monitoring activities, enabling hands-on learning and the development of practical skills in ecological restoration and kaitiakitanga within an urban environment.

The same approach is expected to apply to ecological monitoring, including lizard salvage, relocation, and post-construction monitoring. Involvement of rangatahi and other participants in these activities supports learning in species identification, handling protocols, monitoring techniques, and ecological observation, while reinforcing responsibilities to protect indigenous fauna. Integrating education and capability building into these programmes ensures that monitoring is not treated solely as a compliance exercise, but as an opportunity to build long-term stewardship and environmental expertise.

Linking offset planting and monitoring with Mana Whenua-led education and participation strengthens the durability of both ecological and social outcomes. From our perspective, offsetting and monitoring are most effective when they contribute not only to improved habitat and species outcomes, but also to the transfer of knowledge, skills, and responsibility to future

generations. In this context, Mana Whenua involvement in the delivery of offset planting and monitoring programmes is an important component of achieving enduring

improvement, rather than a supplementary or optional element of the Project.



Badminton Hall Ruahine Street where community groups have planted hundreds of native trees in the bush.



Te Whanganui a Tara

Evans Bay and Lambton Harbour are culturally significant and actively used coastal environments that continue to support fishing, recreation, and taonga species despite long-standing modification.

While construction effects are temporary and localised, the Project's long-term influence on the marine environment depends on how land-based activities affect harbour health.

Mana Whenua expect the Project to contribute to improved marine environmental conditions rather than simply manage adverse effects.



The Harbour Receiving Environment

In our view, the assessment of effects on the marine receiving environment cannot be limited to whether adverse effects are avoided or mitigated. Given the scale, permanence, and long operational life of the Project, there is an expectation that mitigation measures do more than address Project-specific effects and demonstrably contribute to improved environmental outcomes over time.

This expectation reflects kaitiakitanga obligations that extend beyond the construction period. While temporary and localised effects during construction are anticipated and can be appropriately managed, infrastructure of this scale and permanence carries an obligation to deliver improved environmental outcomes over its life. In this context, Mana Whenua expect the Project to improve the condition of the harbour, particularly in terms of water quality, the ability of the harbour to support marine species and their habitats, and the ability of future generations to use and rely on these coastal environments.

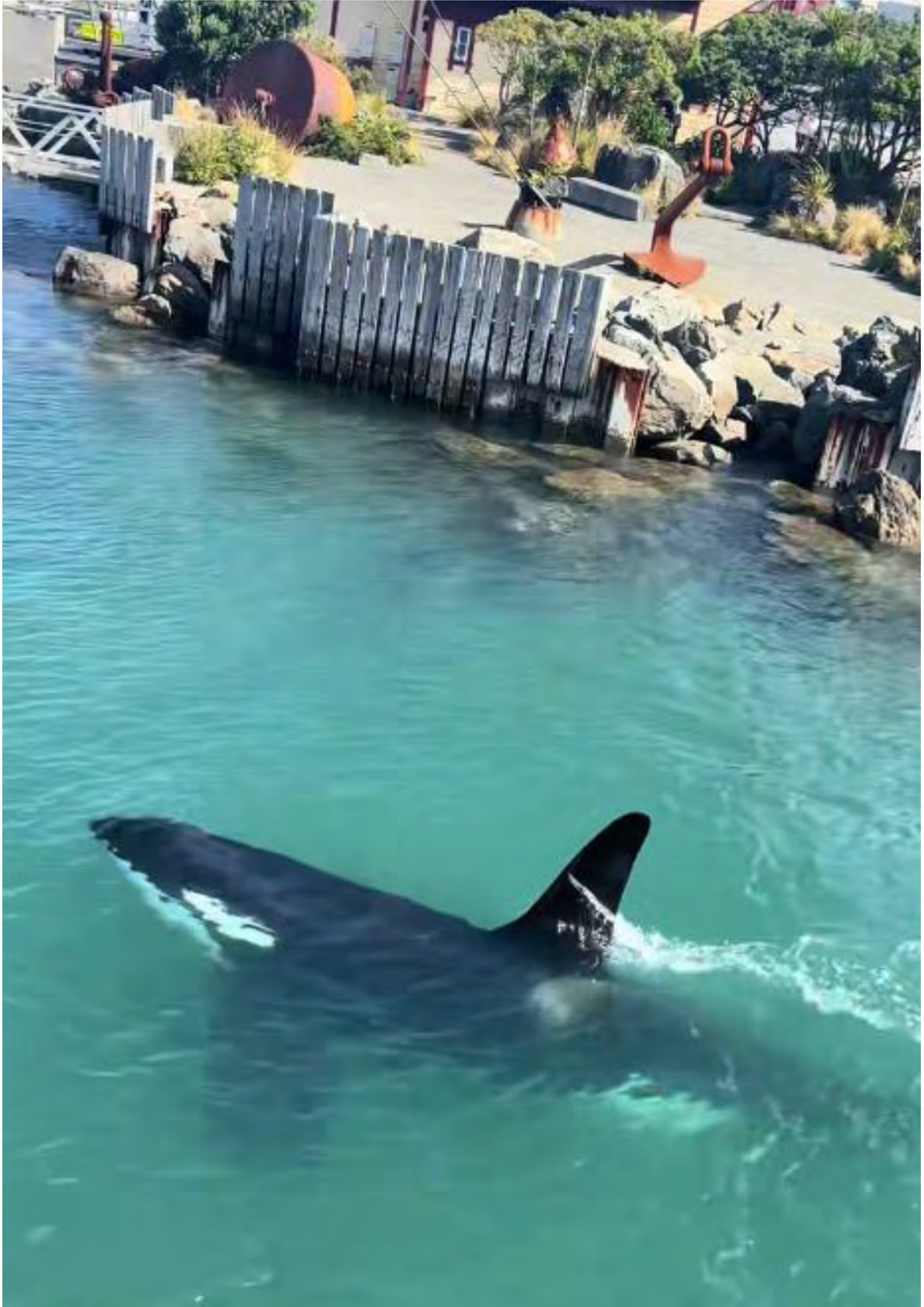
Evans Bay and Lambton Harbour have been subject to long-term modification and cumulative degradation arising from historic land use, reclamation, and stormwater management practices. Stormwater discharge is a primary pathway through which land-based activities

affect coastal waters, carrying sediments, metals, hydrocarbons, and freshwater into areas used for fishing and food gathering.

Despite extensive modification, these environments remain important and actively used coastal areas. Evans Bay and Lambton Harbour continue to support recreational and customary fishing from both shore and boat, with commonly taken species including tarakihi, blue moki, red cod, kahawai, mullet, mackerel, gurnard, and rig. In more recent years, there has been a marked increase in snapper and kingfish within the harbour, with kingfish now regularly caught from the shoreline along Oriental Bay and from inner-city wharves.

Rig (spotted estuary smooth-hound shark) are regularly observed in large numbers in the shallow waters of Oriental Bay during summer, when they move into the area to feed and breed. Rig were historically an important food resource and were harvested when they congregated in these areas during summer months. For Mana Whenua, the continued presence and accessibility of these species provides a tangible indicator of harbour health and the ability of people to continue using and relying on these coastal environments.

Within Lambton Harbour, the Moturoa and Waimapihi Awa discharge to the harbour near the Taranaki Street diving platform, while the Waikoukou Awa enters the



harbour adjacent to the entrance to Whairepo Lagoon, alongside Te Raukura – Te Wharewaka o Pōneke. Whairepo Lagoon is named for the regular presence of stingrays, which are frequently observed within the lagoon. Orca are known to enter the inner harbour to hunt stingrays and were observed within Whairepo Lagoon in January this year.

The area around the Taranaki Street diving platform is also an area where water quality issues are regularly experienced. This location has failed water quality standards on multiple occasions due to contamination associated with nearby stormwater discharges and, at times, wastewater network failures. Since opening in 2013, the platform has been closed on several occasions, with bacterial levels at times exceeding safe limits by a significant margin. These closures highlight the direct connection between land-based infrastructure, stormwater management, and the ability of people to safely access and use the harbour.

The Project could result in localised disturbance to the coastal environment during construction, including sediment mobilisation, loss of marine organisms attached to existing structures, and direct impacts on kororā through the removal of burrows at Evans Bay. These effects are of particular concern and require careful management, including avoidance where practicable, appropriate timing of works, and

provision of replacement burrows. Addressing these impacts is a baseline expectation and does not, on its own, meet Mana Whenua expectations for the Project.

Beyond construction, the Project must be assessed in terms of how it influences ongoing pressures on the harbour and its ability to support marine life and fishing values. Without intervention, increased impervious surfaces and traffic volumes associated with the upgraded corridor would place additional pressure on marine habitats and species that continue to support both ecological and social use of the harbour.

The inclusion of comprehensive stormwater treatment upgrades across catchments draining to Evans Bay and Lambton Harbour is therefore critical. These measures are expected to move beyond mitigation of Project-specific effects and contribute to a broader improvement in water quality. Reducing contaminant loads before discharge supports the health of fish species, the safety of harvest, and the ability of future generations to continue fishing in these locations.

The proposed constructed wetland is particularly relevant in this context. Wetlands historically played a key role in filtering freshwater and supporting productive coastal environments. While the proposed wetland cannot



replicate historic systems, it represents a deliberate effort to reintroduce natural treatment processes within an urban catchment, contributing to improved water quality and supporting the conditions that enable marine species and fisheries to persist.

When considered alongside erosion and sediment controls, ecological oversight, biosecurity measures, and long-term monitoring, the Project is expected to contribute to measurable improvement in marine receiving environment conditions over time. For Mana Whenua, success will be reflected not only in the absence of unacceptable effects, but in evidence that water quality and habitat conditions have improved and are sufficient to sustain marine life and ongoing recreational and customary use.

Overall, Mana Whenua expectations are that the Project forms part of an intergenerational commitment to reduce the ongoing effects of land-based activities on Te Whanganui a Tara by improving the management and treatment of stormwater prior to discharge.

Construction activities will result in temporary and localised effects on the surrounding environment. These effects are expected to occur within the construction footprint and duration of works and will require careful management to avoid unnecessary harm.

We believe that the Project's long-term contribution will be determined by how the completed infrastructure operates and influences the environment over time, rather than by the short-term effects associated with construction.

Mana Whenua expect the Project to deliver improved environmental outcomes, particularly through stormwater treatment measures that reduce ongoing pressures on the harbour. Provided that these measures are implemented as proposed, construction effects—especially those affecting kororā—are actively managed, and monitoring demonstrates improvement rather than maintenance of existing conditions, the Project can align with kaitiakitanga principles and support a harbour environment that remains productive, accessible, and healthy for future generations.

Mana Whenua Involvement in Marine Monitoring and Education

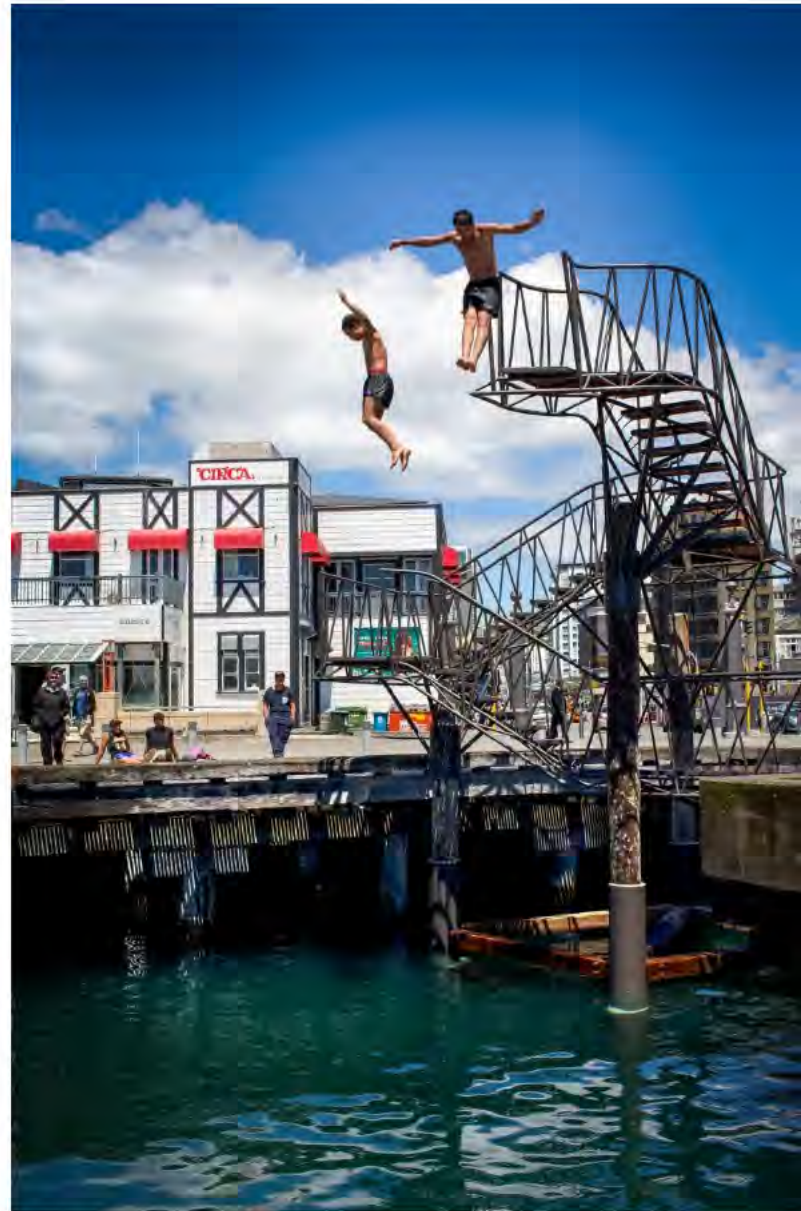
Marine monitoring associated with the Project should be undertaken in a way that supports both improved environmental outcomes and the development of people. Monitoring of stormwater discharges, receiving environment conditions, and taonga species within Evans Bay and Lambton Harbour presents an opportunity for Mana Whenua to be actively involved in the delivery of monitoring programmes. Mana

Whenua seek opportunities for rangatahi and others to participate in marine monitoring activities, enabling hands-on learning and the development of practical skills in environmental observation, data collection, and kaitiakitanga within the coastal environment.

Involvement of rangatahi and other participants in marine monitoring supports learning in water quality sampling, interpretation of monitoring results, species observation, and understanding of the relationship between land-based activities and marine health. As with terrestrial and wetland monitoring, this approach ensures that monitoring is not treated solely as a technical or compliance exercise, but as an opportunity to build environmental capability, confidence, and long-term stewardship.

Linking marine monitoring with Mana Whenua-led education and participation strengthens the durability of both ecological and social outcomes. From a kaitiakitanga perspective, monitoring is most effective when it contributes not only to improved understanding of marine conditions and taonga species, but also to the transfer of knowledge, skills, and responsibility to future generations. In this context, Mana Whenua involvement in marine monitoring is an integral component of achieving enduring improvement in harbour health, rather than a

supplementary or optional element of the Project.



Diving platform Taranaki Street Wharf. The Moturoa Awa enters the harbour under the wharf in front of Circa Theatre.



Grill/Grate design for the Golden Mile Project – Len Hetet

Toi Māori and Cultural Expression

Toi Māori and cultural expression are integral to how major infrastructure acknowledges and gives effect to cultural relationships with place. As an enduring corridor, the Project shapes how people experience the city and its landscapes. It carries an expectation that Mana Whenua presence, narratives, and histories are made visible through integrated design rather than applied as surface treatment.

Cultural expression should be integrated into the Project's long-term contribution to place, not treated as mitigation of effects.



Influencing the experience of the city

As a Road of National Significance, State Highway 1 has a primary functional role in supporting connectivity, resilience, and movement at a national scale. At the same time, its route through Wellington City has a substantial impact and will have an enduring presence in our landscape. The corridor shapes how people experience the city, its harbour edge, and its approach routes, and contributes to the cumulative effects of transport infrastructure on the cultural landscape.

In this context, Toi Māori and cultural expression provide a way of manifesting Mana Whenua presence along this important pathway, adds character and identity to the user experience, and builds knowledge and connection to the broader landscape within an environment where Māori identity and presence are no longer readily visible. For a project of this scale and prominence, Māori art and cultural expression are not solely a response to effects, but form part of an expected approach to recognising cultural context within major infrastructure in Wellington City.

Large transport corridors such as SH1 are typically experienced at speed and are dominated by hard materials, engineering forms and regulated signs. By design, state highways

prioritise movement and efficiency, which can result in environments that feel anonymous or disconnected from their surroundings.

In these environments, Toi Māori and cultural expression can alter how the corridor is experienced by introducing visual interest, variation, and elements that reflect human presence and local identity. This can make the route feel less harsh or anonymous, welcome visitors to our place, and give greater meaning to the experience of moving through the city.

Along the corridor, Toi Māori and cultural expression can help people understand where they are within the city and how different areas relate to one another. Through consistent narratives, place names, and artistic interpretation, the route can be experienced as a series of connected places rather than as a single, continuous piece of infrastructure.

For many users, including commuters and visitors, cultural expression provides cues that the corridor sits within a living cultural landscape rather than a purely functional space. This can contribute to greater awareness of place. For Mana Whenua, it supports visibility and recognition within the public realm, particularly in areas where historic occupation and use have been erased by development.

Toi Māori and cultural expression along major infrastructure corridors should not be limited to standalone

artworks or applied motifs. Based on our extensive experience, Mana Whenua know that cultural expression is most successful when incorporated at project design stage rather than applied as a surface treatment or decoration. This method allows us to imaginatively apply concepts of place, space, and narrative that generate high-impact effects perceptible at speed.

When developed through appropriate engagement processes, Toi Māori makes unique and meaningful contributions to the built environment and user experience, as widely evidenced along many stretches of state highways today. Recent practice on large and complex transport projects also demonstrates

that cultural expression can be integrated alongside engineering, landscape, and urban design requirements without detracting from the primary function of infrastructure.

Of relevance is Te Ahu a Turanga, a major state highway project replacing the Manawatū Gorge route and delivered by NZ Transport Agency Waka Kotahi. For this Project, a Cultural and Environmental Design Framework was prepared to ensure Mana Whenua values, narratives, and cultural expression in the design of the corridor. Mana Whenua consider this approach to be relevant to SH1 in Wellington, given the scale of the corridor, its long-term presence, and the cumulative cultural effects associated with historic and

Ūranga – Golden Mile Project – Len Hetet



contemporary transport infrastructure.

The SH1 Project can also be seen as part of a broader approach to recognising cultural landscapes within Wellington City. Recent projects such as Te Ara Tupua, Wellington City Council initiatives to recognise historic streams, and the Golden Mile Project demonstrate a consistent approach to embedding Mana Whenua narratives, place names, and cultural markers within major public infrastructure. In this context, Toi Māori and expression along SH1 can be seen as a continuation of this city-wide approach rather than a standalone intervention.

Cultural Design Plan

Considering the scale, prominence, and long-term presence of this section of SH1 as a Road of National Significance, Mana Whenua recommend the preparation of a Cultural Design Plan to provide an appropriate mechanism for guiding

the incorporation of Toi Māori and cultural expression along the corridor.

A Cultural Design Plan would provide a structured framework for identifying Mana Whenua values, narratives, and areas of cultural sensitivity relevant to the SH1 corridor, and for considering how these matters may be reflected as the project design develops. It also provides a mechanism for ongoing Mana Whenua involvement as design progresses from concept through to detailed design, rather than limiting cultural input to discrete elements or later stages. Importantly, such a plan does not prescribe specific design outcomes, but supports clarity and continuity by setting out agreed principles and processes to inform decision-making through successive stages of design and delivery.

For SH1, a Cultural Design Plan could:

- identify Mana Whenua cultural values and narratives associated with the corridor
- outline high-level principles to inform how cultural expression may be considered within design development

Te Ara Tupua bridge design viewed at night - Len Hetet



- identify potential opportunities for place naming, cultural markers, or Mana Whenua-led artworks where appropriate
- recognise locations along the corridor where cultural expression may be relevant
- provide general guidance to support consistent consideration of cultural matters as the Project progresses

Within this framework, Toi Māori and cultural expression along SH1 need to recognise specific locations where the cultural landscape remains present but largely unseen. Elements along the corridor such as tunnel portals, wetland environments, and historic stream alignments provide opportunities for artistic interpretation that is specific to the location and its history.

The tunnel portals at either end of the Project are prominent features along the SH1 corridor and will be experienced by all users of the route. Mana Whenua consider these locations to be appropriate places for artistic interpretation that acknowledges the cultural landscape and communicates Mana Whenua narratives associated with the area. The portals provide an opportunity to recognise the whenua through which the route passes and to make visible cultural histories that are otherwise not apparent within the contemporary transport environment.

Similarly, the Hauwai wetland at the Basin Reserve reflects the presence of historic waterways that once shaped movement, settlement, and resource use within the area. While most of these waterways have been modified or obscured, their cultural significance remains. Artistic interpretation associated with the wetland provides a means of acknowledging the importance of water within the cultural landscape, consistent with wider Wellington City initiatives to recognise historic streams within the urban environment.

Along the wider SH1 corridor, historic streams and coastal margins that now sit beneath or alongside transport infrastructure continue to hold cultural meaning for Mana Whenua. Where physical reinstatement is not possible, artistic interpretation informed by Mana Whenua narratives provides a way to recognise these features and to tell the story of the landscape beneath the infrastructure. In this context, Toi Māori and cultural expression can assist in reconnecting contemporary movement along SH1 with enduring relationships between people, land, and water.

This approach is consistent with established practice on major highway projects and reflects a proportionate means of addressing Toi Māori and cultural expression within a Road of National Significance. A Cultural Design Plan provides a mechanism to ensure that these considerations are addressed in a

coherent and consistent way as the Project design evolves, alongside engineering, landscape, and urban design requirements.

Providing opportunities for Toi Māori and cultural expression is an important way of recognising that the SH1 corridor sits within a living cultural landscape, rather than being perceived solely as a piece of infrastructure. Cultural expression allows Mana Whenua stories, values, and associations with place to be acknowledged in a setting where those narratives would otherwise remain unseen.

Pou on Aotea Quay – Len Hetet



Recommendations

- **Demonstrate partnership in practice**
Give effect to *Hononga ki te Iwi* NZTA Waka Kotahi's Māori engagement framework document by embedding early, ongoing, and decision-level engagement with Mana Whenua throughout detailed design and implementation, consistent with statutory obligations under the LTMA and RMA. Engagement should move beyond consultation to genuine participation and co-design where appropriate, supporting Mana Whenua capacity and long-term relationship development.
- **Contribute to improved freshwater and harbour conditions**
Design and implement stormwater and awa responses that demonstrably improve water quality, ecological function, and fish passage, rather than limiting measures to managing adverse effects.
- **Strengthen ecological connectivity beyond the Project footprint**
Deliver offset planting and habitat restoration within the Town Belt, Hataitai corridor, Mātai Moana, and Kumutoto forest areas to improve long-term terrestrial outcomes and bird movement corridors.
- **Advance restoration of culturally significant awa**
Integrate daylighting, fish passage remediation, and improved stormwater quality for Kumutoto, and support restoration initiatives where they contribute to measurable catchment-scale improvement.
- **Improve recognition of the cultural landscape**
Ensure that design responses acknowledge former pā, kāinga, wetlands, and hidden awa, embedding cultural expression as part of the Project's long-term contribution to place.
- **Embed Mana Whenua participation in implementation**
Provide for Mana Whenua-led involvement in planting, restoration, monitoring, and cultural design processes, including structured opportunities for rangatahi capability development.
- **Demonstrate improvement through monitoring frameworks**
Establish baseline and post-construction monitoring frameworks that measure environmental improvement over time and enable adaptive responses where outcomes are not achieved.
- **Maintain alignment with Mana Whenua values**
Ensure detailed design and delivery continue to give effect to environmental, cultural, and intergenerational outcomes identified by Mana Whenua.

Closing Statement

This Cultural Impact Assessment concludes that the State Highway 1 Wellington Improvements Project has the potential to move beyond minimum compliance and contribute to lasting environmental and cultural improvement, provided Mana Whenua values and expectations are meaningfully integrated into project design, delivery, and long-term management. Alignment with Mana Whenua values is central to achieving this outcome, as it articulates a clear kaupapa for restoration, cultural recognition, and intergenerational benefit.

For Mana Whenua the Project's success will be measured not only by improved transport outcomes, but by its ability to improve the health of land, freshwater, and coastal environments, strengthen ecological and cultural connections, and make Mana Whenua presence and relationships with place more visible within the city.

Ongoing engagement, Mana Whenua involvement in monitoring and restoration, and a commitment to improvement over the operational life of the Project are essential. Through this approach, the Project can demonstrate how major infrastructure can work alongside Mana Whenua objectives to deliver enduring benefits for current and future generations.



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