

Submission to PNCC  
re Kiwi Rail Proposed Hub

## Aorangi Marae Papakainga

A submission from the Aorangi Marae Papakainga

Based on earlier written submissions

8 March 2021

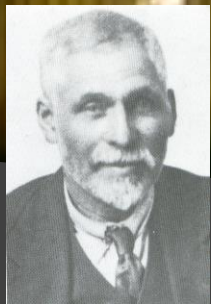
16 July 2021



Ngati Kauwhata  
Ngati Tahuriwakanui

# AORANGI MARAE

1886



Te Rama Apakura



Hurihia te Rangiotu



## An inter-generational journey



# Nga Hononga – Our connections



**Kauwhata**



**Te Hiiri**



**Maori Battalion Hall**



**Rangimarie**

# Tangata Whenua

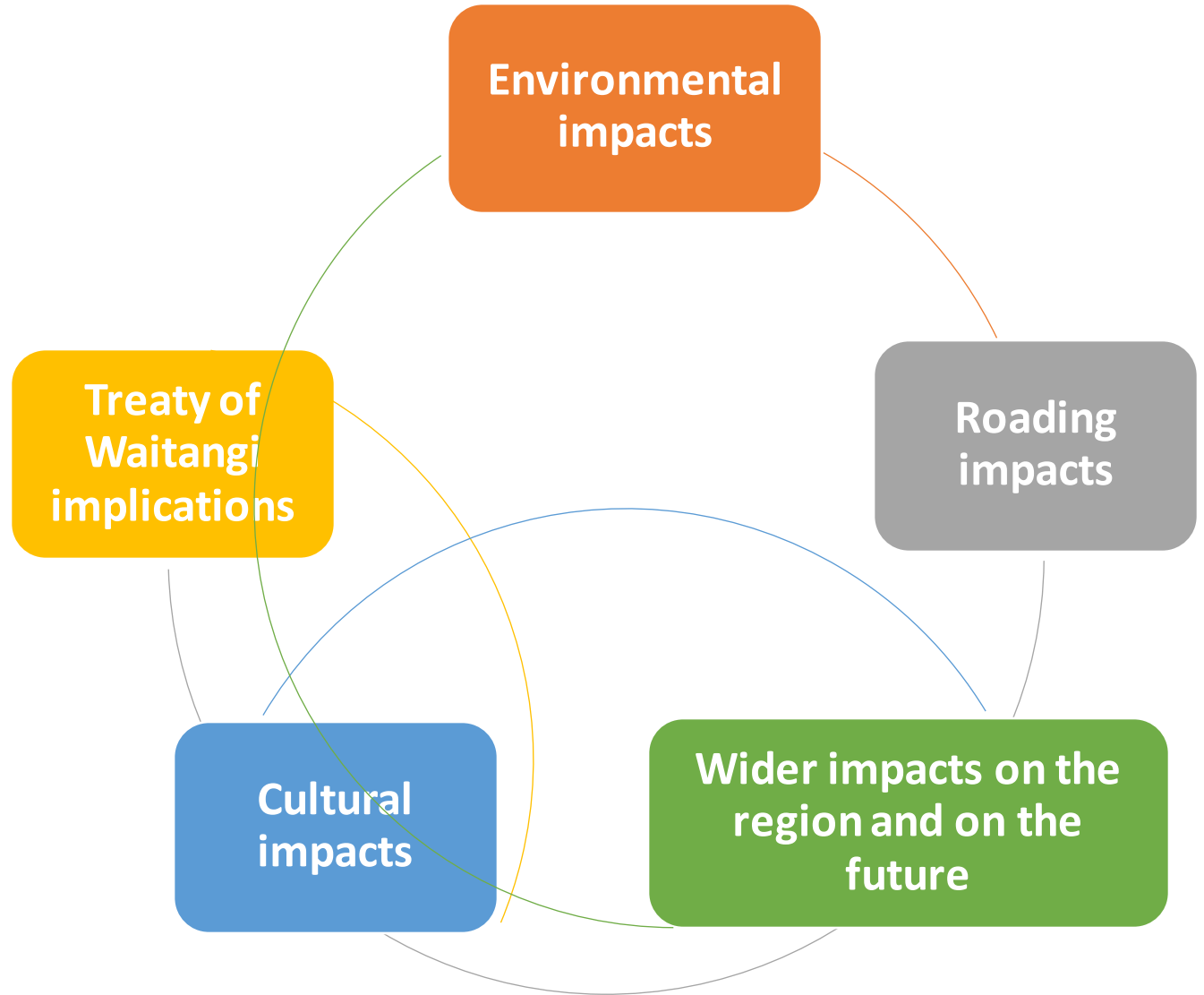
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## Our commitments:

- Our **tangata** are healthy, well, and connected to whenua
- Our **whenua** is productive, sustainable, and accessible



# Five Concerns





## Concern no.1. our environment

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The proposed Kiwi Rail hub will destroy 177 ha of Papatuanuku

Fertile and productive rural land will give way to a jungle of concrete, steel, trucks, engines, noise and fumes

It is a modern version of land alienation



# Concern no 1 (Contd)

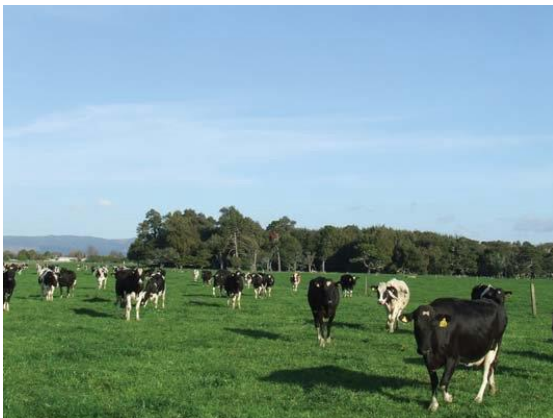
## Tradeoffs

- Economic gains vs environmental loss
- Efficiencies for today vs burdens for tomorrow
- Reduced noise and congestion in the city vs invasion of rural integrity
- Jobs for today vs imported labour tomorrow
- Relocation from city vs a first step towards a Bunnythorpe industrial park





Any degradation of quality land needs to consider the inevitable consequences that impact on future generations. Aotearoa New Zealand is part of a global community. We have responsibility to avoid further eroding of productive lands.



# We are part of the globe

## *'Our land 2018'*

“This report reinforces that our land-use decisions are putting our environment under pressure. What we do on our land has effects across our environment and economy. It affects our water quality, the marine environment, and the volume of greenhouse gas emissions,”

Ms Nelson Deputy Secretary at the Ministry for the Environment

# Climate Change is real

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*Inter-governmental Panel on Climate Change (IPCC)*

‘The opportunity to stay within 1.5C hotter than in pre-industrial times is rapidly closing’ (August 2021)

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*The Paris Agreement*

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adopted by nearly every nation in 2015 to **address climate change and its negative impacts**. ... The agreement includes commitments from all major emitting countries to cut their climate pollution and to strengthen those commitments over time.

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2020 was to be a deciding year



# Concern No 2 Rooding risks

Waugh's Road and Camerons Line are already dangerously congested as the search for shorter truck routes and commuting to and from Feilding and PN



## Concern No 2. (Contd)

The high volumes of rail and road traffic have been associated with increasing risks to safety, health and wellbeing. We already have increasing exposure to noise, to fumes and to speed. Moreover, unwanted intrusion from passer-by's have generated a further set of challenges.

Our concerns about the Kiwi Rail proposal are related to the clear likelihood of serious aggravation of the existing roading overload and the likelihood of concomitant rail overload. They will all have negative effects on the quality of life for our Papakainga whanau, for the Marae, and for the Urupa.

Camerons Line  
S/H 54



Waughs Road





## Concern No. 2 (contd)

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The problem will not be solved by widening the roads in question or converting them into mini highways. That approach will further compromise the safety of the marae and Papakainga whānau whose homes are located alongside the roads.



# Concern No 3. Tiriti o Waitangi

As a State Owned Enterprise (SOE), Kiwi Rail has obligations under Te Tiriti o Waitangi.

Those obligations especially relate to the principles of:

- Partnership
- Participation
- Active Protection
- Rangatiratanga



# Concern No 3 (Contd)

## **The Principle of Partnership**

The Crown (or its agency) and Mana Whenua will share responsibility for governance of the local Hub

## **The Principle of Participation**

Maori participation in all aspects of the Hub business will be the norm

## **The Principle of Active Protection**

Kiwi Rail will actively protect Maori interests within and beyond the Hub

## **The Principle of Rangatiratanga**

Kiwi Rail will recognise Mana Whenua autonomy and decision-making rights

## Concern No 4. Marae Integrity

### **The marae ātea**

Our tikanga and kawa are closely linked to the land in front of the whare tūpuna.





## Concern No 4 (Contd)

The marae ātea is the final resting place for those who have passed on, it is where visitors are welcomed, where differences are settled, where our histories are recited, and where our culture is celebrated.



## Concern No 4 (contd)

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# The marae ātea

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But increasingly all too often the words spoken, karakia chanted, and waiata sung are drowned out by noise from cars, trucks, buses, trains, and even by planes from the nearby Taonui Airport.



## Concern No 5. the Wider Impacts

Attention to the activities within the Hub needs to be widened to take into account the inevitable impacts beyond the Hub, beyond the PNCC jurisdiction, and beyond time





## Concern No 5 (Contd)

Roading across the lower North Island can expect to be burdened by an increase in Hub-related traffic.

Feilding, Taihape, Woodville, Otaki and many other towns are all likely to feel the impact of increased logging and other transport to and from the Hub



Woodville



Taihape



## Concern No 5 (Contd)

Decisions made today will have good and bad consequences for the years ahead.



New technologies, environmental catastrophes, international agreements, automation, inshore land erosion with greater demands for off-shore lands, and greater international trade will all impact on the Hub





## **Five Conclusions**



# Our First Conclusion

**Environmental impacts** that include the destruction of land and the pollution of the environment will have intergenerational consequences for our people.

Our joint responsibilities for the reduction of atmospheric emissions around us and the retention of the integrity of the land, deserve high priority.

Moreover, potential environmental consequences of a Hub and the business of the Hub for the decades ahead should be assessed and addressed beforehand.

# Our Second Conclusion

The Kiwi Rail Hub should not proceed unless access to and from the Hub has **dedicated roads** that do not intrude on existing roads or on the Marae and its Papakainga.

The building and usage of such roads should not impinge on our health, our safety, and our environment.

Further, before any work starts on building a Hub, new Hub-dedicated roads should be completed and ready to take Hub construction workers and other Hub traffic.

## Our Third Conclusion

The Governance, administration, priority setting and relationships with Maori beyond the Hub will be guided by principles of Te Titiri o Waitangi



## Our Fourth Conclusion

The consequences of increased road traffic and rail disturbance have already threatened our **cultural integrity**. As a longstanding centre for the transmission of culture, the mana of our marae should not be subject to greater threats from road or rail.

# Our Fifth Conclusion

While our Marae and Papakainga are not within the PNCC jurisdiction, we ask the Council decision to take into account the **wider impacts** of the venture and their potential to jeopardise the wellbeing of whanau and whenua in other parts of the country.

Nor can the Hub be considered without attention to futuristic developments with new technologies, alternate transport systems, populations shifts, and altered priorities

# The Five Conclusions – a need to address:

**Environmental impacts** on land, water, fresh air, and all living creatures

**Health and safety impacts** for Papakainga and marae whanau

**Te Tiriti o Waitangi impacts** in all aspects of the business

**Cultural impacts** on tangata whenua – our people our land

**Wider impacts** beyond the Hub

Across the whole region

Into the future





Manaaki whenua  
Manaaki tangata  
Haere whakamua

*Care for the land*  
*Care for the people*  
*Go forward with confidence*

