
PART F: CONSULTATION**8. CONSULTATION & ENGAGEMENT****Overview**

Consultation and engagement has been undertaken in accordance with recognised good practice, as well as legislative requirements. Consultation during the Project has involved engagement with local, regional and national stakeholders. This has involved a number of methods, as appropriate, including one-on-one meetings, group meetings, public open days, newsletters and online material.

On-going consultation and communication with the relevant regulatory agencies has also been undertaken as part of the preparation of consenting documentation. In addition, engagement with tangata whenua has been on-going since the commencement of the Project.

8.1. Introduction

This chapter summarises the outcome of two formal consultation phases undertaken on the Project prior to lodging this application. Feedback from a less formal third round is also included. This chapter sets out a summary of:

- the statutory framework for consultation;
- the consultation process;
- the consultation methods used to engage participants;
- each consultation phase, the key issues identified from feedback and the response;
- consultation undertaken with key stakeholders, the feedback received and the response to their issues; and
- iwi consultation.

The consultation approach for the Project has been to work closely with key stakeholders, affected parties and the wider community. This has been completed to determine key constraints, with the intent of finding solutions and developing mitigation measures along the proposed route.

The Project team has engaged with local iwi through Te Runanga o Ngai Tahu (TRONT) and Mahaanui Kurataiao Ltd (MKT), to seek feedback on the Project. A cultural impact assessment (CIA) is currently under preparation and a summary of available published material is included in Chapter 23 of this AEE. This assessment identifies issues of particular relevance to iwi and assisted in the development of specific mitigation measures. Once complete, the full CIA will form Technical Report 15.

An independent research provider was engaged to undertake a social impact assessment that specifically addressed the social impacts upon the various communities affected by the Project.

This involved consultation with various community and social groups within the subject area. The social impact assessment (Technical Report 13, Volume 3) is summarised in Chapter 26.

All of the matters raised have been considered by the Project team and have informed decisions on refinements to the preferred alignment. Some responses to these matters are included in Part E concerning the consideration of alternative options, and Part G, which is the assessment of effects.

8.2. Statutory framework

8.2.1. Resource Management Act

While there is no statutory requirement for consultation under the RMA for either a NoR or an application for resource consent, except in relation to meeting Treaty of Waitangi obligations under section 8, a statement of any consultation carried out in relation to a project is required in accordance with Form 18 of the Resource Management Regulations 2003 (NoR) and Clause 1 of the Fourth Schedule of the RMA. Nonetheless pre-application consultation with potentially affected parties and key stakeholders is considered best practice, especially for major projects. It is the NZTA's policy to consult on such matters to exhibit a sense of social and environmental responsibility including taking into account the views of affected communities.

Within the framework of relevant statutory matters, the three phases of consultation have been carried out in consideration of:

- the actual and potential environmental effects of the Project;
- suitable approaches for avoiding, remedying or mitigating adverse effects on the environment;
- alternative routes and alignments for delivering the NZTA's objectives for the Project; and
- engagement with tangata whenua.

8.3. Land Transport Management Act 2003

The NZTA's operating principles are set out in section 96 of the LTMA. Section 96(1) of the LTMA requires the NZTA to exhibit a sense of 'social and environmental responsibility' in meeting its objectives and undertaking its functions. This is further detailed to include avoiding, to the extent reasonable in the circumstances, adverse effects on the environment.

A comprehensive consultation and engagement process has been developed for this Project.

8.4. NZTA Public Engagement Policy and Guidelines, Working Draft 2008

Deciding when and how to engage the public requires judgment. This document sets out the NZTA's engagement policy and provides guidance for deciding when and how to engage the public. It explains the steps involved and provides a number of engagement resources.

8.5. Consultation process

The NZTA has undertaken three phases of public consultation on the Project since the completion of the CSM2 scoping study:

- an initial phase of consultation, held between 21 October and 13 December 2010;
- a second phase of consultation, held between 5 August and 18 September 2011; and
- a third phase of consultation which began in February 2012.

The purpose of the first phase of consultation was to provide stakeholders, affected parties and the community an opportunity to review and comment on the Project. The NZTA sought feedback on important issues and potential opportunities associated with the Project. Respondents were asked to comment on the proposed options and alignments that were developed as part of the initial scoping exercise for CSM2.

The purpose of the second phase of consultation was to seek feedback on the NZTA's preferred route for the Project.

The purpose of the third phase of consultation was for the NZTA to discuss key updates with directly affected parties along the MSRFL and CSM2 alignments, and key stakeholders. Project updates included safety and design developments and timelines, such as the expected Project start-date and indications as to when land purchasing may begin.

The consultation process for the Project has been carried out in accordance with a Project consultation plan and all responses received have been recorded in a database called "Teamview Consult™".

Feedback from the consultation has been analysed and summarised to inform the Project team in the development of a preferred design for MSRFL and CSM2. The key themes and issues identified from this feedback and how this has influenced the design are outlined in the following sections.

The NZTA and members of the Project team including specialist social impact consultants, along with representatives from the NZTA's property advisers, have been meeting with directly affected parties since late 2010. The NZTA will continue to meet with directly-affected and other parties as required, to discuss detailed property issues and other matters relating to the Project, through the consenting, detailed design and construction processes.

In addition, the NZTA project team has been working cooperatively with groups of key stakeholders to help steer the Project throughout its development, understand and incorporate their drivers, and to provide essential information on the wider aspects and impacts of CSM2 and MSRFL. These two groups are the Project Advisory Group (PAG) and the Statutory Authorisation Advisory Group (SAAG). The PAG and SAAG have been established to provide a forum for local government representatives to directly engage with the NZTA and members of the Project team. The PAG has provided a valuable forum for continued consultation and feedback. It has also facilitated other opportunities for engagement, for instance with community boards and councils.

The SAAG was successful in ensuring that all parties were involved in the statutory decision-making process throughout the Project.

The NZTA has sought to engage with iwi throughout the duration of the Project development and a CIA is currently being prepared (as presented in Chapter 23).

8.6. Consultation methods

In October 2010 and August 2011, a Project newsletter and accompanying letter was sent to key stakeholders, directly affected parties, and other stakeholders registered with the Project team. The newsletter was also delivered to approximately 6,000 households in Prebbleton, Templeton, Rolleston and environs surrounding the Project area. In the first phase of consultation, there were issues with distribution. This resulted in the distribution agency engaged by the NZTA failing to deliver newsletters to some households within the Project area. The newsletters were promptly redelivered by hand to all properties to ensure that the entire area was covered. This enabled those who wanted to provide feedback an opportunity to respond. Newsletters associated with the second phase of consultation were also hand-delivered. A third Project newsletter is due to be sent out in late 2012 to provide parties and stakeholders with an update on the Project and an outline of the statutory processes, as part of the third stage of consultation.

The NZTA held three community open days during phase 1 and 2 of consultation:

- Phase 1: 5 and 6 November 2010 and 2 December 2010; and
- Phase 2: 24, 26 and 27 August 2011.

Visual animations showing the proposed alignment were prepared for the 2011 open days. The general feedback was that the animations were very useful and provided a clear visual reference for the wider community. The animations can now be accessed from the Project website.

The newsletters outlined the key features of the Project. Respondents were asked to identify issues that should be considered, opportunities to reduce potential effects, and any additional comments that may be relevant. For the second phase of consultation, respondents were asked to provide comments on the NZTA's chosen alignment for MSRFL and CSM2.

The key techniques used to encourage feedback on the Project were:

- consultation newsletter mail-outs to directly affected parties, key stakeholders and other parties on the Project database;
- consultation newsletters distributed to SDC, CCC, Rolleston Community Library, Lincoln Community Library, and Lincoln University to be available to the wider community;
- newsletter letter-box drop to approximately 6,000 properties in the Project area;
- public notices in local newspapers including The Press, Christchurch Star, Selwyn Times, Southern View, Western View and SDC's publication Council Call;
- media releases;

- series of three public open days for each phase of consultation with a total of approximately 800 attendees;
- meetings with individuals and interested groups;
- ahead of the second phase of public consultation, members of the Project team telephoned directly affected parties and selected key stakeholders to advise them on the NZTA's chosen alignment. These parties were also invited to attend the open days in advance of the newsletter distribution and the NZTA media release; and
- visual animations of the proposed alignment.

8.7. Phase one consultation

8.7.1. Overview of responses

The first phase of consultation on alignment options for both the MSRFL and CSM2 sections of the Project was undertaken in late 2010. The first newsletter outlined the key features of the Project and the two alignment options for CSM2 (Figure 44 presents the alignment options as they appeared in the first newsletter). It provided an opportunity for the public to identify issues that should be considered; comment on their preferred alignment option for the CSM2 section; identify opportunities to reduce the potential adverse effects of the proposal; and to provide any specific additional comments.

Figure 44: The alignment options presented in the Phase 1 (October 2010) consultation newsletter



In total, 120 respondents provided comments relating to MSRFL, with 62 respondents providing specific MSRFL feedback. In total, 266 respondents provided comments relating to CSM2, with 234 providing specific CSM2 feedback, and 75 respondents providing Project-wide feedback that was generic to both MSRFL and CSM2. Project

8.7.2. Directly affected parties and community feedback

Feedback was categorised and analysed according to three key aspects:

- Project effects;
- Opportunities and mitigation measures; and

- CSM2 alignment options.

The effects of MSRFL that the community and directly affected parties were most concerned about were:

- changes in access, including direct property access, local road connectivity concerns and school bus access with left-turn restrictions;
- increased travel distance with left-in left-out restriction along Main South Road;
- negative impacts on businesses and homes during construction;
- safety concerns – with people concerned about the ability of emergency services to access homes, road safety with more difficult access, and two respondents seeking cycle ways;
- the need to develop a safe Rolleston interchange; and
- reduced property values and business values.

The effects of CSM2 that directly affected parties and the community were most concerned about were:

- impacts on residential lifestyles and business operations;
- loss of quiet rural atmosphere along the route;
- reduction in property values;
- excessive noise;
- increased traffic on local/feeder roads;
- adverse visual effects of motorway, associated intersections and vehicles;
- impacts on safety, for cyclists, local road users and school children; and
- the lack of any direct access to the motorway at Springs Road.

Of the two CSM2 alignment options presented in the newsletter, most respondents favoured the northern alignment. However, many suggested alternative alignments (i.e. not the northern or southern alignments presented by the NZTA). In addition, the NZTA received a petition signed by 415 members of the public objecting “to the siting of the proposed southern motorway”, and stating that they would like it “sited further north in vacant industrial land, south of Watties and north of Marshs Road”.

Key suggestions put forward to reduce the impacts of MSRFL and CSM2 included:

- Alternative designs or additional features such as cycle ways, walkways, and service lanes (for MSRFL);
- A more northerly alignment;
- improving local road connectivity;
- ecological mitigation such as the planting of native plant species;
- visual mitigation such as landscaping, bunding and walls; and
- noise mitigation such as noise walls and bunding.

A few responses noted that the newsletter had not been received by some people within the Project area after the initial distribution. This issue was addressed through a second delivery of the newsletter and feedback forms in late November 2010.

The feedback relating to MSRFL from this initial phase of consultation was used to prepare a detailed assessment of the issues, constraints and opportunities associated with that part of the Project. This was included in the MSRFL Scoping Report (December 2010) which identified potential options and made recommendations as to which options merited further investigation.

Since the close of the initial feedback period in December 2010, the NZTA and its property consultant has met with all directly affected business and property owners (or contacted absentee directly affected parties).

8.7.3. Additional design considerations in response to feedback

Key aspects of the Project design that the NZTA has instigated in response to the feedback received during Phase 1 include:

- design of and consideration of a more northerly alignment option for CSM2. As discussed in the assessment of alternatives (Chapter 7), this option was not preferred;
- provision of an overpass to maintain connectivity between Robinsons Road and Curraghs Road;
- investigation and adoption of full-access ramps at Halswell Junction Road/Springs Road; and
- development of a service lane option for landowners on the western side of Main South Road.

8.8. Phase two consultation

8.8.1. Overview

Consultation on the NZTA's preferred route for MSRFL and CSM2 was undertaken in August and September 2011. The second Project newsletter outlined the key features of the chosen alignment and provided an update on the Project. The primary purpose of the consultation was for the NZTA to receive feedback on the preferred route for MSRFL and CSM2.

In total, 37 respondents provided written feedback on the Project during the second phase of consultation, including four directly affected parties and two Residents' Associations.

8.8.2. Directly affected parties feedback

Since the inception of the Project, the NZTA Project team has had on-going discussions with directly affected parties⁶⁵. The key issues raised by directly affected parties in meetings with the NZTA have included:

⁶⁵Directly affected parties includes those parties whose land is subject to property purchase.

- stress of uncertainty around their futures and the process of land acquisition;
- impacts on businesses such as effects on operations, customers, suppliers, access, loss of land/facilities, water races, and amenity effects;
- impacts on residential lifestyle, such as noise, visual effects, air quality effects, access, loss of land/facilities and increased travel distances due to the proposed alignment of MSRFL and CSM2 ; and
- concerns over the consultation process were raised by a small number of directly affected parties.

Written feedback received from directly affected parties during the Phase 2 consultation is summarised below.

MSRFL

Written feedback was received from three landowners who own property along the MSRFL alignment. The respondents were concerned about:

- a recently planted shelter belt on private property within land likely to be acquired by the NZTA;
- increased travel time because of being restricted to left-in, left-out access along Main South Road;
- adequate access being maintained to a nearby property and their letterbox;
- suggested noise mitigation measures;
- noise and visual effects;
- safeguarding water-races; and
- adequate compensation from the NZTA.

CSM2

Written feedback was received from two landowners who own property along the CSM2 alignment. The respondents commented on or were concerned about:

- the need for noise and landscaping mitigation;
- the selection of the CSM2 alignment; and
- the consultation process.

8.8.3. Community feedback

Feedback from the community with regard to the Project obtained during the Phase 2 consultation is summarised as follows:

- the need to provide full access between CSM2 and Halswell Junction Road/Springs Road;
 - suggested design alternatives or additional features for MSRFL;
 - concern regarding local road capacity and the need for upgraded local roads and intersections;
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- adverse noise effects;
- safety concerns, including opportunities to protect cyclists;
- concerns regarding land use with the rezoning of nearby rural land to industrial;
- questioning of the accuracy of the calculation of benefits/cost;
- positive feedback on the open days; and
- concern that the Phase 1 consultation had little impact or influence on decisions about the preferred alignment.

Key stakeholder feedback for both the Phase 1 and Phase 2 consultation is summarised in Section 8.10.

8.8.4. Response to feedback

Key responses to the issues raised during the Phase 2 consultation were:

- the NZTA Project team engaged with directly affected parties to provide certainty where possible, and to develop solutions that would minimise the adverse effects of the Project on residents, properties and businesses;
- full access between CSM2 and Halswell Junction Road/Springs Road is now proposed by the NZTA;
- the NZTA is in discussions with SDC regarding future local road intersection upgrades. This includes intersection upgrades that may be required ancillary to the Project, which SDC would be responsible for;
- the NZTA will implement noise mitigation measures to mitigate the effects of the Project. This will be in accordance with the relevant noise standards and guidelines; and
- cyclists will benefit from the provision of a cycle link joining CSM1 and the existing Little River Rail Trail. While it is not intended that there will be a cycleway along the length of CSM2 as part of the Project, CCC and SDC are considering future cycle network upgrades.

The feedback from the Phase 2 consultation has therefore influenced the development of the Project.

8.9. Phase three consultation

8.9.1. Overview

Further consultation was undertaken between February and April 2012. The primary purpose of this consultation was for the NZTA to discuss key Project updates with directly affected parties along the CSM2 and MSRFL alignments. It was also undertaken to update and seek comment from a number of key stakeholders.

The third phase of consultation comprised of one-on-one meetings with directly affected parties. The NZTA also met with various key stakeholders including CCC, SDC, ECAN and KiwiRail. A third Project newsletter providing an update on the Project, the projected timeline and confirming the

key features of the chosen alignment is due to be sent out in late 2012. The Project website will continue to be updated as relevant information becomes available.

8.9.2. Directly affected parties feedback

During this phase of engagement, landowners were consulted on a one-on-one basis and provided with more specific details on how the Project would likely impact upon their properties. The key issues raised included:

- MSRFL western landowners: Generally there was support for the rear access road to be built in advance of the main Project. This was in recognition of the safety concerns on the existing highway. However, landowners sought that amount of land required be minimised as much as possible. In addition, several of the properties have wells, tanks and bore holes that would be affected;
- MSRFL eastern landowners: Generally the landowners were accepting of the proposal to close off direct property accesses. This was in recognition of the safety concerns resulting from the road safety audit, which was reflective of residents' concerns that SH1 was currently unsafe for making right hand turn movements. There was however a strong desire to keep Berketts Road as left-turn-in and left-turn-out, and for Larcombs Road to be a "left turn in" road. As part of the solution it was noted that a private developer has constructed Berketts Drive (a private road) off Berketts Road that could be utilised;
- CSM2/MSRFL Tie-in: Three key directly affected businesses are accepting of the layout of this connection. They indicated that they understand the proposed alignment means that there will be no highway access to their properties. In addition, options to provide access to the properties north of Robinsons Road were discussed. Landowners were generally in favour of the SH1/ Dawsons / Waterholes roundabout;
- SH1/ Dawsons / Waterholes landowners: Most landowners were concerned with the safety of the existing intersection. They were generally supportive of the roundabout and the potential loss of land. There was concern with potential noise effects during construction. In addition, some concerns were raised regarding the impacts that the roundabout may have on existing consent conditions relating to the operation of the nearby motordrome, including the noise bund and parking requirements;
- CSM2 (Greenfield): The owners of properties that have been recently purchased or are currently under negotiation were generally not contacted during the Phase 3 consultation as there were no material changes to the Project from the earlier consultations in this location. Those that were consulted expect that the proposed motorway will have some type of landscape screening and bunding. These landowners were generally supportive of the motorway alignment; and
- John Paterson Drive landowners: The residents of John Paterson Drive are generally unhappy that their land was not part of a plan change that rezoned surrounding land areas to rural-residential (which is outside the scope of this Project). However, most agree with the preferred solution of extending John Paterson Drive further east. This will connect with the future district park that is identified in the plan change associated with the Fulton Hogan subdivision (PC60). John Paterson Drive will then tie back into the off ramp roundabout at Halswell Junction Road. This preferred solution has been supported by CCC.

8.9.3. Social impact consultation

The NZTA engaged Taylor Baines and Associates, an independent research provider and consulting firm, to undertake a social impact assessment (SIA) in March 2012. For the purposes of conducting the assessment, Taylor Baines were guided by a list of key stakeholders developed from the NZTA consultation reports and the feedback the Project team had recorded on the consultation database. Taylor Baines contacted a number of those parties listed, plus others that were suggested as the SIA work proceeded.

Altogether, the SIA team undertook key-informant interviews with 28 respondents. These participants had interests that covered primary and secondary schools, pre-schools, the Ministry of Education, emergency services, medical centres, three residents' groups, a cycle users group, business owners and SDC.

The SIA has determined that most adverse social effects can be mitigated so that the residual effects are relatively minor and that the positive effects of the Project outweighed the negative. Accordingly communities will adjust relatively quickly. The SIA (Technical Report 13, Volume 3) is further discussed in Chapter 26 of this AEE.

8.10. Key stakeholder consultation

8.10.1. Territorial Authorities

Project Advisory Group

The PAG comprises representatives from CCC, SDC and ECan, along with representatives from the NZTA, the Project team, and the NZTA's Property Acquisition Agent. Together these parties form the advisory group for the Project. The purpose of the PAG is to provide regular updates to the local authorities with an interest in the Project. It has also provided a forum to discuss opportunities and resolve issues that may arise out of the Project.

The first PAG meeting was held on 10 August 2010. These meetings have been held regularly since that time. All PAG meeting minutes have been circulated to its members. Formal feedback on the Project has also been sought separately from all three local authorities, as outlined further below.

Statutory Authorisation Advisory Group

The SAAG was established to act as an advisory group to the NZTA Project Manager and Planning Manager. The SAAG is comprised of representatives from ECan, SDC, CCC, and the EPA, together with planning representatives from the NZTA and the Project team. The purpose of the SAAG to ensure that all parties are involved in the statutory decision making process throughout the Project. This has enabled a 'no surprises' environment for the statutory approvals process.

Environment Canterbury (“ECan”)

In response to the initial phase of consultation, ECan stated that it would like to be kept involved in discussions concerning access to Rolleston and the Izone industrial area. Having recently tendered a five-year contract for bus services in this area, ECan noted that changes to the Rolleston interchange may impact on its ability to service Izone and the Rolleston township. ECan commented that there seemed to be little detail provided on pedestrian and cycle linkages between Izone and Rolleston. ECan did not provide written feedback in response to the Phase 2 consultation.

In relation to other responsibilities, ECan confirmed in 2012 during the Phase 3 consultation that it is comfortable with its current role and responsibilities in regard to the Project. An ECan representative has been present at various SAAG meetings and a representative attended a PAG meeting for the first time on 12 April 2012.

Christchurch City Council (“CCC”)

CCC provided written feedback in letters dated 7 December 2010 and 10 February 2012. These letters were a refinement of feedback received prior to the first phase of public consultation. CCC stated that it “welcomes and endorses the consultative approach adopted by the NZTA”.

CCC staff identified five priority issues with the CSM2 (and MSRFL) Project:

- severance effects concerning greenfield business land labelled 'CB9' identified in PC1 to the RPS, and the need for alternative forms of connectivity;
- the elevation of local roads over the CSM2 alignment, CCC noted that CSM2 will be the gateway to Christchurch from the south. In light of Christchurch being known as the 'garden city' “*good design elements*” should be included to support this image;
- CCC requested that suitable provision be made to accommodate the existing Little River Rail Trail cycleway;
- CCC noted that CSM2 will close a CSM1 connection (access for general traffic at Springs Road) and thus increase traffic on local roads. This comment was based on traffic modelling conducted for the SWAP. CCC noted that the significance of the interchange location (i.e. Shands versus Springs) “*warrants additional consideration between the NZTA, CCC and SDC, prior to a final location and configuration being determined*”; and
- CCC was of the view that “*CSM2 should not hinder any future use of rail corridor between Prebbleton and Christchurch*”.

On balance, CCC preferred the northern-most of the two alignments presented in the 2010 consultation newsletter (Option 4). It endorsed the best-fit (preferred) option shown in the August 2011 newsletter.

CCC also outlined the following potential opportunities:

- Provision of “a cycleway along the Christchurch Southern Motorway would facilitate travel between Rolleston, Templeton and Wigram/Westmorland/Southern Hornby” ... and would complement the CSM1 cycleway and the Little River Rail Trail;
- Retaining the opportunity for rapid public transport facilities (such as busways) to be developed within the CSM2 corridor;
- Developing “CSM2 as a strong urban boundary to prevent further urban growth outside of the urban limits”; and
- A connection between CSM2 and the future Western Hornby Bypass.

CCC has been working with the NZTA, through the PAG on these issues and opportunities. CCC's views are summarised below:

- it indicated interest in the form and standard of the proposed cycleway, and was particularly interested in funding arrangements for the cycleway; and
- CCC raised ‘community severance’ as a concern.

On 20 April 2012, many of the CCC Councillors and a number of key council staff attended a bus tour of all the Christchurch Roads of National Significance projects. This tour and presentation of information included viewing the key areas where CSM2 is proposed.

Further opportunities for Council to provide feedback on the Project occurred in June and September 2012 when joint workshops were held with CCC and SDC to discuss the NZTA's proposed designation and resource consent conditions.

Selwyn District Council (“SDC”)

The NZTA has been working closely with SDC on the Project through the PAG. SDC has stated that it fully endorses the Project. Regular email correspondence has been sent to the NZTA outlining SDC's key concerns. In summary, the SDC matters being addressed through the Project design are:

- local road connectivity to proposed motorway works e.g. at interchanges and provision of works and /or funding to enable seamless integration;
- mitigation of effects relating to the Project's proximity to Prebbleton and other key land uses /developments along the preferred route;
- future land use intentions/expectations/opportunities influenced by the motorway being positioned in the “green belt” between the City and Prebbleton;
- “gateway” creation and positioning between CCC and SDC by the motorway;
- wider role of Marshs Road (a district boundary road) to SH1 (in the context of connections to wider development areas and western bypass);
- provision of key walking and cycling linkages to existing Rail Trail and CSM1;
- effects on Springs Road through Prebbleton relating to any provision of ramps at Springs Rd, and traffic increases through the township;
- alternative access arrangements along four-laning sections and land use influences;
- downstream effects on SH1 and local intersections through Rolleston;

- stormwater management;
- water race severance;
- landscaping and visual mitigation; and
- motorway lighting through “rural” areas.

Further opportunities for Council to provide feedback on the Project occurred in June and September 2012 when joint workshops were held with SDC and CCC to discuss the NZTA’s proposed designation and resource consent conditions.

8.10.2. Other key stakeholders

Feedback was received from the following key stakeholders and other stakeholders:

KiwiRail

KiwiRail has stated it wishes to protect its existing rail corridor, the Hornby Industrial Line. This includes provisions for maintenance vehicles, and turn-out/shunting requirements in the vicinity of CSM2. It also provided specific dimensions in this respect. KiwiRail advised that in principle it could accommodate the NZTA’s desire for a rear-access road within the existing rail corridor for MSRFL. This would be located within the rail corridor between Currags and Weedons Ross Road. The purpose for which land is held by the Crown will need to be changed if the NZTA required the land used by KiwiRail land for the road.

Te Runanga o Ngai Tahu

Consultation with Te Runanga o Ngai Tahu is summarised below under iwi consultation (section 8.11).

Community/residents’ groups and Community Board

The following feedback was received from community groups during the Project’s development:

- Riccarton/Wigram Community Board – The Board supported CCC’s feedback and noted that the Southern Motorway should cater for both commuter and industrial traffic. It also proposed that a review of CRETS is needed given progression of CSM2 and MSRFL. It supported a full interchange in the vicinity of Halswell Junction Road and Springs Road, noting that the Awatea/Wigram Basin development makes this interchange even more necessary. It does not support increased traffic on Shands Road, and suggested that an additional south-bound off-ramp is warranted at the CSM2/MSRFL junction. The Board supported the northern alignment outlined in the newsletter. Concerns were also expressed about the Little River Rail trail becoming disjointed if there are no cycleway provisions as part of CSM2. Finally, the Board sought that consideration be given to extending Pound Road south of Main South Road to connect directly with the Southern Motorway;
- Bicycle User Group – the Bicycle User Group advocated provision for cyclists and pedestrians along CSM2, and for strategic crossings to allow people the opportunity to safely commute to the city. The Bicycle User Group specifically advocated the need

- for a safe crossing for cyclists at the Rolleston intersection. It also promoted the idea of creating a world class cycleway / walkway the length of the new highway;
- Claremont Residents' Association ("CRA") – CRA expressed that it had no specific issues with the MSRFL Project. The CRA requested an interchange at Waterholes Road to increase connectivity. Also requested was the use of low-noise road surfacing on CSM2 and on the Waterholes Road overbridge. Other issues included effects and mitigation measures associated with elevated roads/bridging, site office location, highway lighting and the opportunity for cycle ways and walkway areas;
 - Halswell Residents' Association ("HRA") – The HRA expressed its full support for the Project "given growth in the area". It requested a full interchange at the Halswell Junction Road and Springs Road access point, and highlighted their concern regarding increased traffic through Halswell if this was not provided. The HRA also requested cycle lanes on Halswell Junction Road and provision for safe crossing of CSM1 and CSM2. The HRA also noted that the "Rail trail must be considered and planned for". The HRA asked that noise barriers and low-noise road surfacing and bunding be considered;
 - Izone Park Project Team – The Izone Park Project Team represents businesses in the industrial Izone Park. This group expressed concerns with traffic implications between the Rolleston and Weedons interchanges, and future traffic demand forecasts;
 - Prebbleton Enviro-Village – The Prebbleton Enviro Village opposed both CSM2 alignment options because of its close proximity to Prebbleton village, and the resulting loss of green space and productive land. The group outlined that the siting of CSM2, in close proximity to Prebbleton village, will lead to increased noise, vibration, air pollution and loss of rural atmosphere for all the residents of Prebbleton. The Prebbleton Enviro Village also expressed concern about the consultation process, outlining that some members of the community had not received the newsletter;
 - Rolleston Residents' Association – The Rolleston Residents' Association were concerned about the Rolleston Interchange. It proposed that local roads should go beneath the motorway rather than over, to allow for "easier traffic management" of over-sized vehicles. It also advocated for clear lane markings and "exit this lane" signs being placed well in advance of all exits;
 - Templeton Residents' Association ("TRA") – The TRA requested an off-ramp road at Trens Road to increase connectivity. While not directly associated with the CSM2 Project, the TRA requested the installation of traffic signalling at the Main South Road/Kirk Road intersection. In response to the second round of consultation the TRA was generally impressed with the chosen route and effect on Templeton residents. Members were concerned about the safety of wire rope barriers and suggested concrete or armco barriers be used instead;
 - NZ Heavy Haulage Association – In response to the second phase of consultation, the NZ Heavy Haulage Association requested that the Project and associated interchanges be designed to accommodate over-dimension heavy haulage vehicles. This included clearances to overhead light poles, overbridges, signage and other restrictions;
 - Weedons School – Expressed concern that an existing unresolved safety issues may be exacerbated in the amount of traffic on the road passing the school and the consequent safety of pupils.

In addition to the above parties, consultation has been carried out with all network utility operators in the area including, Transpower, Orion, TelstraClear and Chorus.

8.10.3. Response to feedback

This section provides comments on some of the key issues raised in the above feedback. The key responses to the issues of concern to the community are as follows:

- a cycle link joining CSM1 and the existing Little River Rail Trail is being developed. While it is not intended that there will be a cycleway along the length of CSM2 as part of this Project, CCC and SDC are considering future cycle network upgrades. Strategic cycle crossings will be provided beneath Halswell Junction Road and Springs Road so that users of the cycleway will not need to cross these local roads in this location;
- the provision of an interchange at Waterholes Road has been discarded due to the proximity of other interchanges and because traffic volumes do not warrant access in this location;
- the technical experts advising the NZTA are of the opinion that the siting of CSM2, in relation to Prebbleton village will not lead to increased noise, vibration, air pollution and loss of rural atmosphere for the residents of Prebbleton;
- the Rolleston interchange is outside of the scope of this Project, and hence is not being addressed within this application. Although, the NZTA is likely to consider this issue further in due course. Likewise, extending Pound Road south of Main South Road to connect directly with the Southern Motorway is outside the scope of this Project;
- the suggestion of including an off-ramp road at Trents Road has been discounted because of the close proximity to the Shands Road interchange and because traffic volumes do not warrant access in this location;
- full access for all traffic at Springs Road/Halswell Junction Road has been investigated by the NZTA and while not initially provided, full use east facing ramps are now proposed as part of the Project;
- by using a wire-rope median barrier (as used along many other highways in New Zealand), emergency vehicles will be able to cross the median in designated places. This is more difficult to achieve safely with a concrete barrier; and
- in respect to over-dimension heavy haulage vehicles, the design and dimensions of the Project is consistent with CSM1.

8.11. Iwi consultation

8.11.1. Statement of identified Maori interest

Prior to undertaking Project specific iwi consultation, the Project team prepared a Statement of Identified Maori Interest (“SIMI”). The SIMI was based on a review of existing written reports and provided an initial appraisal of iwi consultation carried out for previous studies and investigations relating to the Project.

The SIMI identified earlier consultation that the NZTA had undertaken with iwi for the Christchurch RoNS projects. However, no specific feedback had been received during this period

that related to either the MSRFL or CSM2 sections of the Project. High level consultation has also been carried out with tangata whenua during the development of the UDS. The MSRFL and CSM2 projects are recognised in the UDS. Consultation with iwi during the formulation of the UDS highlights the long term collaborative approach that is sought by the UDS partner organisations, including the NZTA. Finally, a search of the silent file areas and Ngai Tahu Treaty Settlement Areas on ECan's GIS database and the CCC and ECan planning maps did not locate any of these areas within the vicinity of the Project.

8.11.2. Initial Iwi consultation

The predominant iwi group with mana whenua over the Project area is Te Runanga o Ngai Tahu. In addition, the Project site lies within the boundaries of the Taumutu Runanga and Ngai Tuahuriri Runanga. Accordingly the NZTA has engaged with Te Runanga o Ngai Tahu, and Taumutu Runanga and Mahaanui Kurataiao Ltd (MKT).

As part of the initial phase of consultation for the MSRFL and CSM2 projects, a key stakeholder letter, Project newsletter and feedback form were sent to a representative from Te Runanga o Ngai Tahu and MKT in October 2010. No responses were received at this stage from iwi.

Further consultation material was sent to Ngai Tahu and MKT in August 2011 as part of the second phase of consultation for MSRFL and CSM2. Members of the Project team have met with iwi to seek feedback on the Project and to discuss the development of the Cultural Impact Assessment (CIA).

8.12. Cultural Impact Assessment

A CIA is being prepared to help facilitate iwi participation in the planning process, to identify potential effects of the Project on tangata whenua values, and to assist in the development of mitigation measures to address potential adverse effects.

The CIA looks at the significant Ngāi Tahu and Ngāi Tuahuriri values associated with the land subject to the Project, and identifies a range of ways those values may be adversely affected and what outcomes would avoid, remedy or mitigate (if possible) these adverse effects.

A draft CIA has been produced as part of a consultation method, whereby NZTA's consultant has drafted an initial report, which MKT is peer reviewing on behalf of Ngāi Tuahuriri, as mana whenua. The draft CIA was prepared following a review of existing written material, cultural landscape assessment, and consultation with tangata whenua. The key matters of concern identified in the draft CIA were the potential adverse effects on water quality, and on native species (bird, fish, aquatic) and their habitats.

The CIA methodology, outcome and recommendations are summarised in Chapter 23 and but the full CIA report (Technical Report 15) will not be available until the peer review is complete.