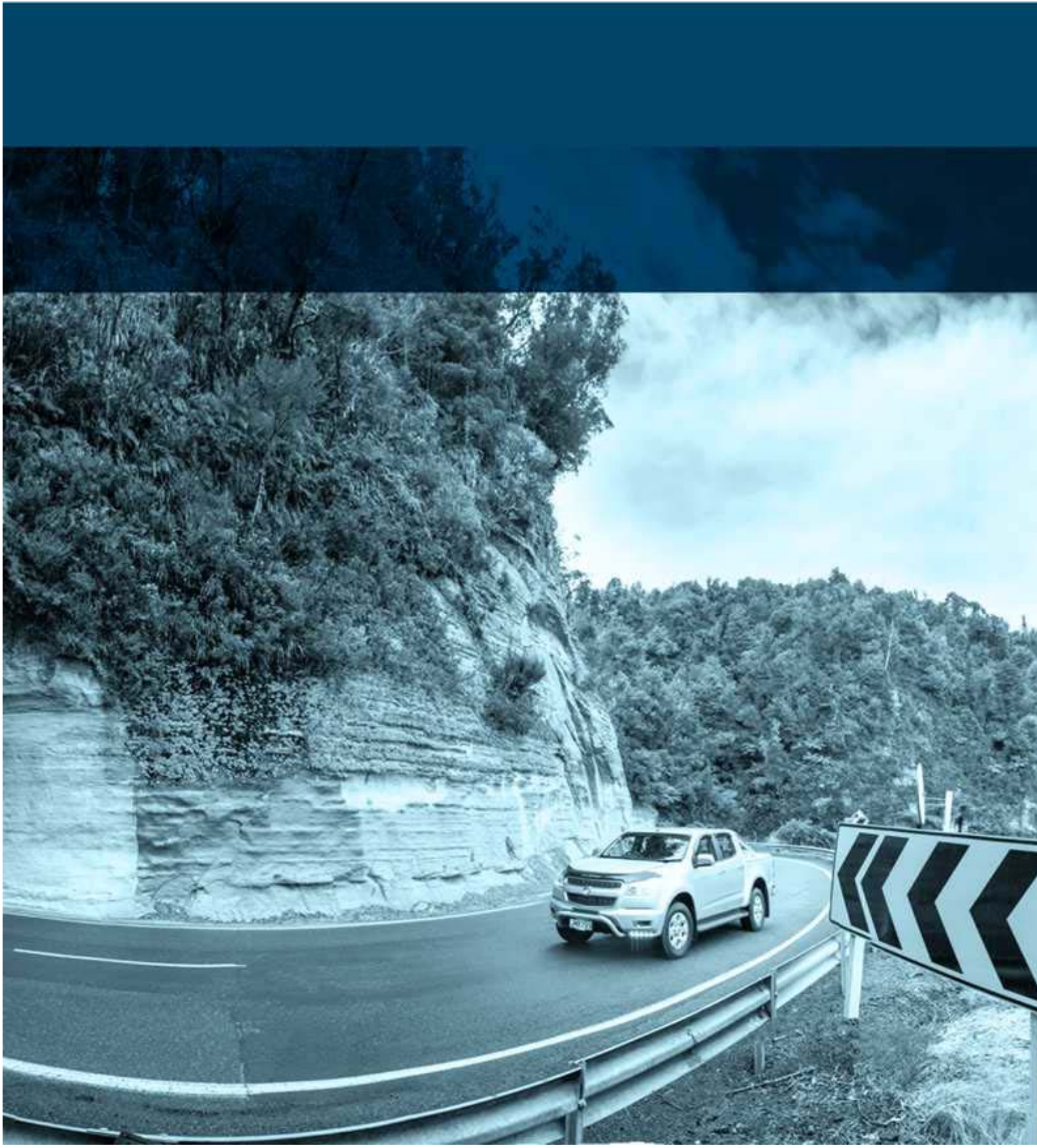


# Section 7 - Engagement





# 7 Engagement

## 7.1 Introduction

This section outlines the stakeholder engagement undertaken for the Project. It summarises engagement during each phase of the Project, including the tools and activities implemented, the parties engaged and the engagement outcomes. Engagement has been undertaken following the Transport Agency's Public Engagement Guidelines (2016)<sup>38</sup>. Specifically, this section covers:

- Relevant legislation and policy;
- Relevant Transport Agency engagement guidelines ;
- Engagement and communications objectives;
- Key Project stakeholders;
- Engagement phases;
- Engagement methods;
- A summary of engagement and communication undertaken for the Project, including with Ngāti Tama; and
- Ongoing engagement and communications and future considerations.

## 7.2 Relevant legislation and policy

Public engagement for the Project has been undertaken by the Transport Agency to fulfil its obligations under the RMA and the LTMA. The Transport Agency's guidelines on public engagement (set out in the sections below) uses various terms for different types of engagement. In RMA terms, the Transport Agency has undertaken substantial consultation with potentially affected parties, partners, key stakeholders and the wider community.

This consultation has occurred early in the process and continued throughout, informing the issues identification, options assessment and corridor evaluation, identification of the preferred corridor and design development phases. It has been undertaken with an open mind on behalf of the Transport Agency and has involved the provision of significant levels of information (and resourcing when required). The feedback received through consultation has informed the development of the Project, as outlined below.

## 7.3 Transport Agency engagement guidelines

### 7.3.1 Public Engagement Guidelines (2016)

The Transport Agency's *Public Engagement Guidelines* September 2016 have informed the stakeholder engagement and communication approaches for the Project. This approach is consistent with the engagement approach defined by the International Association for Public Participation (IAP2) industry best practice guidelines.

The Engagement Guidelines set out the Transport Agency's engagement policy and provide guidance for deciding when and how to engage with stakeholders and the wider public. The

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<sup>38</sup> NZ Transport Agency 2016: Public Engagement Guidelines. ISBN 978-0-478-41967-2

Guidelines identify the different levels of public engagement guided by the IAP2 spectrum of public participation, and outline the steps involved in each of these processes and how they relate to a project lifecycle (refer to Figure 7.1). The IAP2 spectrum acknowledges that there will be different levels of Project interest and outcomes sought from different parties / stakeholders, and across different stages of a Project. Engagement should reflect these different stakeholder and Project aspects.

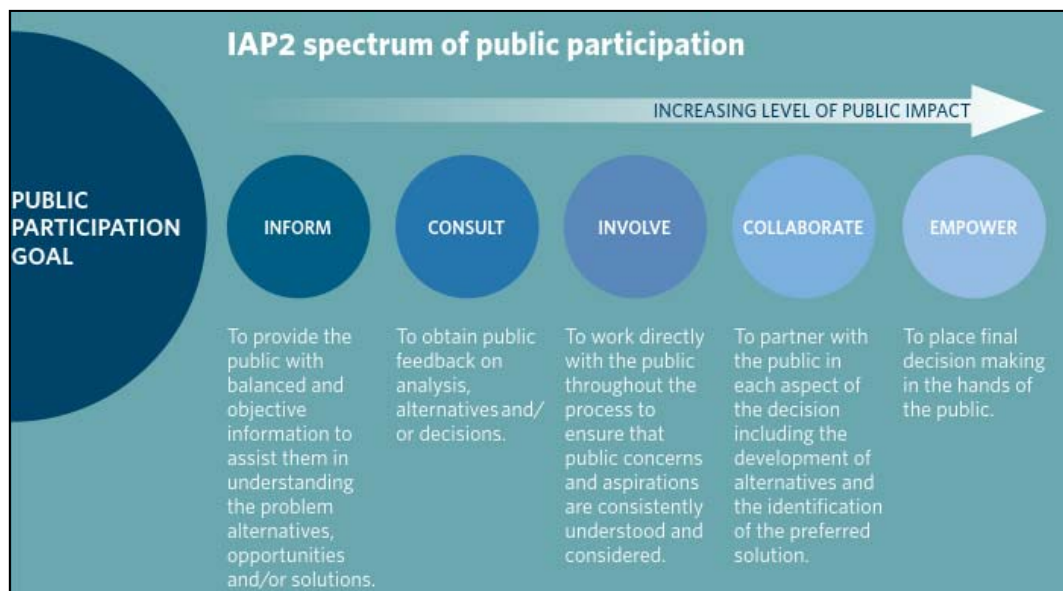


Figure 7.1 – IAP2 Public Participation Spectrum<sup>39</sup>

The Engagement Guidelines include a commitment to best practice public engagement. For the Project the engagement approach has adopted the following principles:

- Encourage stakeholders to have a say on issues that affect or interest them;
- Take the time to get to know stakeholders;
- Listen to stakeholder aspirations, concerns and ideas;
- Be open, honest and clear during engagement;
- Let stakeholders know what's happening as soon as possible; and
- Show how stakeholder feedback and inputs influences what happens on Project.

### 7.3.2 Māori Engagement Framework, Awakino Gorge to Mt Messenger Programme (2016)

The Transport Agency has had in place a Māori Engagement Framework for the wider SH3 Programme, which covers engagement with Māori on the Project. This framework provides a broad structure for effective and meaningful engagement with Māori. The framework's engagement and consultation objectives include:

<sup>39</sup> The terminology for "consult" in Figure 7.1 does not necessarily match the RMA concept of "consultation". However, the spectrum of public participation / engagement undertaken for the Project, reflected in Figure 7.1, does together cover the RMA concept of consultation.

- Establishing sound relationships with Māori to raise awareness and generate dialogue about the Programme (including the Project);
- Engaging directly with affected Māori landowners and occupiers as required; and
- Engaging with mana whenua, with regard to tribal boundaries.

## 7.4 Project engagement strategy

In accordance with the Transport Agency's Public Engagement Guidelines, the need for, and scope of stakeholder engagement for the Project has recognised the potential for both positive and adverse social, environmental, economic and cultural effects, and the level of interest in the Project. Feedback and input received through stakeholder engagement is also recognised as being valuable in informing the options assessment, route selection and design development processes.

Stakeholder engagement for the Project has included the following aspects, guided by the IAP2 public participation spectrum:

- **Collaborate** with key stakeholders, which involves working together to progress the Project and achieve mutually beneficial outcomes.
- **Involve** directly affected stakeholders, such as landowners, to ensure their concerns are considered and reflected in the feedback and considered during Project development and finalisation.
- **Consult** with stakeholders to present proposals and gather feedback that combined with other stakeholder information and technical analysis will inform Project development and finalisation.
- **Inform** interested parties about the proposal and invite them to participate in engagement activities, such as drop-in sessions, and provide feedback.

The Project's stakeholder engagement and communications have been coordinated and consistent with the engagement protocols for the wider Awakino Gorge to Mt Messenger Programme.

### 7.4.1 Engagement Objectives

The engagement objectives have varied as the Project has developed. However, the overarching stakeholder engagement and communications objectives for the Project have been to:

- Raise awareness and inform key stakeholders including the public and road users about the Project, including its benefits and key deliverables.
- Encourage stakeholders to become involved in Project activities.
- Nurture relationships with key influencers/opinion leaders by keeping them informed about the Project and invite their input.
- Ensure consistent and cohesive messaging and approaches to engagement and communications that align with the broader Awakino Gorge to Mt Messenger Programme.
- Identify any communication and engagement risks and respond with appropriate measures to mitigate those risks.

## 7.4.2 Engagement Principles

The following principles have been adopted to guide the Project's stakeholder engagement:

- a **We know why we are engaging and we communicate this clearly** – Everyone understands engagement and can express why we're engaging and how this influences outcomes.
- b **We know who to engage** – We are open minded about who we engage with, we understand how to engage with them and at what point.
- c **We know the history and background** – We build trusting relationships by understanding the cultural and contextual environment of our customers and reflecting this in our design.
- d **We begin early** – We walk in the shoes of our customers with understanding and empathy.
- e **We are genuine** – We are sincere, we listen and strive for reciprocal relationships.
- f **We are creative, relevant and engaging** – We embrace new ideas and customer insights to grow vibrant communities.

## 7.5 Public engagement for the Project

Public engagement for the Project has been undertaken in a series of stages, as outlined in Figure 7.2 and described further below.



*Figure 7.2 – Project Consultation Phases*

Key stakeholders with whom engagement has been undertaken in relation to the Project include:

- Iwi, in particular with Ngāti Tama as mana whenua, along with neighbouring iwi of Ngāti Mutunga (south) and Ngāti Maniapoto (north);
- Affected and potentially affected landowners;
- SH3 Working Party (SH3WP)<sup>40</sup>;
- DOC;
- Local communities;
- District Council;
- Regional Council;

<sup>40</sup> Established in 2002 by Regional Council in response to ongoing concerns about the route security, safety and efficiency of SH3 between Taranaki and Waikato. The group comprises the Regional Council, the District Council, Waikato Regional Council, Waitomo District Council, the Automobile Association, RTA, NZ Police and Road Maintenance Contractors

- Freight organisations and industry (including Mainfreight, Port of Taranaki, Fonterra);
- Roading Maintenance Contractors (Downer and Transfield); and
- Road Transport Association (RTA).

Stakeholder engagement for the Project has involved workshops, meetings, drop-in sessions, online engagement, surveys, newsletter updates and public notices. In addition, a dedicated Awakino Gorge to Mt Messenger webpage, email address and freephone number have been established for Project communications that enables stakeholders to contact the Project team directly with enquiries.

Refer to Section 7.6 for further detail on key Project stakeholders, their interests in the Project and a summary of engagement with each stakeholder. Engagement with Ngāti Tama is outlined in Section 7.7.

Section 7.8 provides a summary of the key topics raised during engagement, along with how these have been responded to through selection of the alignment and detailed design.

### **7.5.1 Phase One: Awakino Gorge to Mt Messenger Corridor Investigation**

Phase one consultation commenced in late November 2014 with the main engagement from March to April 2015, associated with the initial Awakino Gorge to Mt Messenger corridor investigation phase. It aimed to create awareness of the Awakino Gorge to Mt Messenger Programme and seek input from the local community and stakeholders around journey experience, safety and resilience of this section of the SH3 network.

The following engagement was undertaken during this period (and is discussed below):

- The Awakino Gorge to Mt Messenger webpage went live – [www.nzta.govt.nz/awakino](http://www.nzta.govt.nz/awakino),
- Online survey to capture the public’s views on the existing section of SH3; and
- Targeted stakeholder meetings.

#### **7.5.1.1 Public consultation**

A webpage was created to raise public awareness of the Awakino Gorge to Mt Messenger Programme. It included:

- An overview of the Awakino Gorge to Mt Messenger Programme, including the three projects making up the Programme, including this Project;
- A map of the Awakino Gorge to Mt Messenger area showing the location of SH3;
- Information on the corridor investigation outcomes– the focus was on improving safety, the resilience of the route, and the number of passing opportunities; and
- A link to an online survey, open for submissions (24 March to 13 April 2015). The survey sought to capture stakeholder’s views on:
  - The existing level of safety provided by the SH3 corridor;
  - The factors they considered to affect safety;
  - How road closures impacted on them; and
  - How they perceived the journey through the section of state highway.

The survey was promoted by a media release, the Transport Agency’s Facebook page, posters in local businesses/organisations (petrol stations, cafes, rural supply stores,



schools, dairy's etc), advertisements in local papers (Waikato Times, Taranaki Daily News and North Taranaki Mid-Week) and by radio.

*Survey Responses:*

There were 251 responses to the survey from a range of stakeholders, including the Regional Council and District Council, interest groups (mainly the SH3WP, industry and freight organisations – refer to Section 7.6 for further detail on these stakeholders), and members of the public.

The majority of the respondents were from New Plymouth (71), Hawera (32), Urenui (12), Waitara (11), along with other smaller areas.

*Key survey findings:*

- A high number of respondents considered the corridor to be either unsafe (113) or very unsafe (64), with the majority of respondents having a negative journey experience (180) along SH3 from Urenui to Awakino Gorge.
- A lack of passing lanes, slips, the road's windy nature surface and width, were cited as factors which influence the safety of the corridor.
- The greatest impacts on users are delays in travel time (98), impacts on businesses (54) and altered travel plans (52).
- A small minority considered the road to be safe (10) or very safe (2), with 17% considering the journey to be either pleasant (33) or okay (27).

**7.5.1.2 Stakeholder Meetings**

Targeted stakeholder meetings were held with Ngāti Tama, Ngāti Maniapoto, and DOC in April 2015 to discuss the corridor investigation, their journey experience and concerns on the wider section of SH3. Key interests / concerns in relation to the corridor and potential improvements are outlined in Table 7.1.

**Table 7.1 – April 2015 Iwi and DOC Engagement**

Stakeholder	Engagement Activities
Ngāti Tama Ngāti Maniapoto	<ul style="list-style-type: none"> <li>• Adverse effects on archaeological sites, water quality and ecology from improvements to the section of SH3</li> <li>• Safety of the existing route for road users</li> </ul>
DOC	<ul style="list-style-type: none"> <li>• Environmental effects associated with works to SH3, including:</li> <li>• Effects on DOC land and other land covered by the Wildlife Act 1953</li> <li>• Adverse effects on freshwater fisheries (including whitebait habitat)</li> <li>• Adverse effects on native forest, birds and bats</li> <li>• Spreading weeds along SH3</li> <li>• Inhibiting people dumping rubbish on the side of SH3</li> </ul>

## 7.5.2 Phase Two: Targeted Early Engagement

Phase two occurred during August and early November 2016. It involved targeted stakeholder engagement to set the scene for the wider public consultation undertaken in phase three. Engagement included:

- The Transport Agency emailed key stakeholders, including local and regional councils, the Taranaki and Waikato Regional Transport Committees and the SH3WP to provide an update on the Awakino Gorge to Mt Messenger Programme, future investigations and formal consultation on options. A Programme newsletter update was also provided.
- The Programme website was updated (<https://www.nzta.govt.nz/projects/awakino-gorge-to-mt-messenger-programme>) with a specific page established for the Mt Messenger Bypass Project (<https://www.nzta.govt.nz/projects/awakino-gorge-to-mt-messenger-programme/mt-messenger/>). A mail drop of the Programme newsletter to communities from Urenui to Te Kuiti was undertaken and community members and interested parties were invited to join the mailing list for future communications.
- Meetings with DOC and iwi to advise them of the phase three consultation and invite them to participate.
- Potentially affected landowners were contacted by the Programme team to advise them of the phase three consultation and arrange face-to-face meetings to brief them on the options to be consulted on for the Programme, including the Mt Messenger Bypass.

## 7.5.3 Phase Three: Awakino Gorge to Mt Messenger Corridor options

Consultation phase three occurred over a seven week period from November 2016 – January 2017. It focused on gauging the viewpoints and preferences of stakeholders on proposed options for the three projects making up the Awakino Gorge to Mt Messenger Programme.

This phase included broad public engagement on three route options for the Project (refer to Table 7.3). The options were presented on the Transport Agency website for the Project<sup>41</sup>.

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<sup>41</sup> <https://www.nzta.govt.nz/assets/projects/awakino-gorge-to-mt-messenger-programme/Community-Consultation-on-Options.pdf>

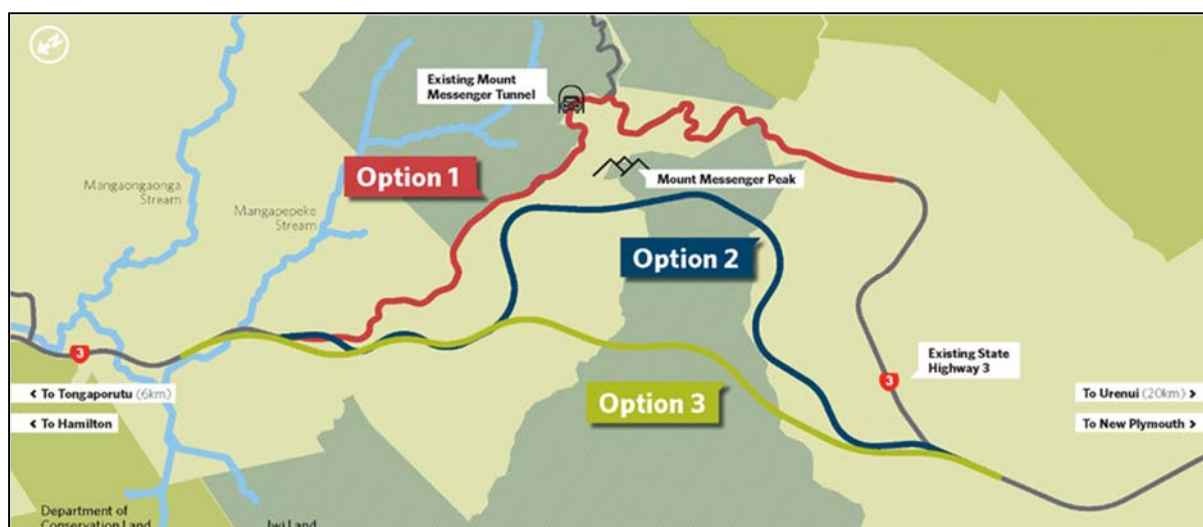


Figure 7.3 – Mt Messenger Bypass Route Options – Consultation Phase Three

### 7.5.3.1 Engagement activities

Engagement activities included the following (as outlined in Table 7.2):

- Meetings with key stakeholders;
- Drop in sessions hosted by the Project team;
- Online engagement with information provided on the Programme website and social media;
- Distribution of a newsletter update on the Programme; and
- Feedback form (online and hard copy) used to capture the public’s views on the proposed route options.

Table 7.2 – Phase Three Engagement Activities

Engagement	Engagement Activities
<b>Meetings</b>	<ul style="list-style-type: none"> <li>• Individual meetings with potentially affected landowners (including Ngāti Tama and DOC) were prioritised over the first week of consultation. This timing allowed potentially affected landowners to consider and provide feedback on the proposed options.</li> <li>• Meetings were also held with key stakeholders, including the SH3WP.</li> </ul>
<b>Drop-in sessions</b>	<ul style="list-style-type: none"> <li>• Four drop-in sessions, hosted by the Project team, were held in early December 2016. Display boards provided information relating to each project, including the background to the Programme, details of the three projects – options under consideration, benefits and next steps. Technical experts were on hand to answer questions and summary booklets and feedback forms were available.</li> <li>• The sessions were held in New Plymouth (80 attendees), Urenui (70 attendees), Mokau (60 attendees) and Te Kuiti (25 attendees), with a total of 235 attendees.</li> </ul>

Engagement	Engagement Activities
<p><b>Programme newsletter/ update</b></p>	<ul style="list-style-type: none"> <li>• A newsletter update was distributed to stakeholders in November 2016 to inform them of the options and the consultation. It outlined key proposals for each project and details about the drop-in sessions. Distribution was as follows:</li> <li>• Electronic copies were emailed to key stakeholders.</li> <li>• 5700 hardcopies were distributed to more than 3700 households from Urenui to Te Kuiti as well as local libraries and council offices.</li> <li>• Newsletters were also available at the drop-in sessions.</li> </ul>
<p><b>Advertisements in local newspapers</b></p>	<ul style="list-style-type: none"> <li>• Public notice advertisements promoting the engagement and the drop in sessions were placed in the following local newspapers.</li> <li>• Taranaki Daily News (readership 71,000) on 23 November and 3 December 2016.</li> <li>• North Taranaki Midweek (readership 56,000) on 23 and 30 November 2016 23 and 30.</li> <li>• Waitomo News on 22, 23 &amp; 29 November 2016.</li> </ul>
<p><b>News media coverage</b></p>	<ul style="list-style-type: none"> <li>• A media release on the engagement was made available to news outlets accompanied by images of the proposed options.</li> <li>• 27 media ran stories about the consultation from 21 November to 19 December 2016, of which the Taranaki Daily News, Stuff and Radio New Zealand ran multiple stories. Some coverage included images of route options and details about drop-in sessions and Programme website.</li> </ul>
<p><b>Website information</b></p>	<p>Consultation information, including details on the options was provided on the Programme website, along with:</p> <ul style="list-style-type: none"> <li>• Display boards and Community Consultation on Options booklet (summary) ; <a href="https://www.nzta.govt.nz/assets/projects/awakino-gorge-to-mt-messenger-programme/Community-Consultation-on-Options.pdf">https://www.nzta.govt.nz/assets/projects/awakino-gorge-to-mt-messenger-programme/Community-Consultation-on-Options.pdf</a></li> <li>• Frequently Asked Questions; <a href="https://www.nzta.govt.nz/assets/projects/awakino-gorge-to-mt-messenger-programme/a2mm-faqs2.pdf">https://www.nzta.govt.nz/assets/projects/awakino-gorge-to-mt-messenger-programme/a2mm-faqs2.pdf</a></li> <li>• Dates, times and venues for the community drop-in sessions;</li> <li>• Ways to provide feedback (electronic feedback form, email, post);</li> <li>• The next steps in the process; and</li> <li>• During the consultation period there were more than 4700 page views of the web page, of which 3722 were unique visitors.</li> </ul>
<p><b>Social media</b></p>	<ul style="list-style-type: none"> <li>• A social media campaign encouraged stakeholders to participate in the consultation and drop-in session. The Transport Agency Waikato/Bay of Plenty Facebook page (with up to 10,000 likes) was used to reach broader communities, along with Twitter (2013 followers).</li> </ul>

Engagement	Engagement Activities
	<ul style="list-style-type: none"> <li>• In December 2016 Venture Taranaki, the region’s development agency, posted links on their Facebook page and Twitter (5430 followers) to the consultation page of the Programme’s website.</li> <li>• Some media outlets posted links to some of their stories about the consultation on their Facebook pages, including Waikato Times (42,000 likes) Taranaki Daily News (26,652 likes) and RNZ (46,048 likes).</li> </ul>

### 7.5.3.2 Survey findings and issues identified

A total of 303 feedback forms were received as part of the public engagement in Phase 3. These included:

- 280 feedback forms:
  - 131 hard copy feedback forms filled in at the drop-in sessions.
  - 149 electronic forms from the Consultation website.
- 23 email and mail submissions were sent to the Programme Team.

The key consultation findings are summarised below, with further detail provided in the Consultation on Options Report 2017 – <https://www.nzta.govt.nz/assets/projects/awakino-gorge-to-mt-messenger-programme/AG2MM-Consultation-on-Options-Report-2017.pdf>.

The feedback supported the option referred to as ‘Option 3’ (west of the existing SH3 corridor as shown in Figure 7.3 (Option A in the Phase Four engagement)), however, concerns about various environmental and cultural impacts were raised.

### 7.5.4 Phase Four: Update on route options

In March 2017, the Transport Agency engaged the Mt Messenger Alliance to progress the Project, including supporting the ongoing public engagement process. As part of the Phase four engagement, the Transport Agency continued engagement with key stakeholders, including Ngāti Tama, other private landowners and DOC through individual meetings. As part of this process, Ngāti Tama participated in workshops to assess route options.

In May 2017, the Minister of Transport attended an event in Mokau to promote the Awakino Gorge to Mt Messenger Programme. A Programme update newsletter was distributed to households from Urenui to Te Kuiti at that time.

In June 2017, a public consultation programme was undertaken to establish views and input from local communities and key stakeholders on five updated route options for the Mt Messenger Bypass (refer Figure 7.4). These options were developed as part of the process of assessing alternatives, as described in Section 6 of the AEE.

The options were developed reflecting feedback received from consultation with stakeholders; along with further assessment of the environmental effects of a range of

possible options for the Project through a Multi-Criteria Analysis (MCA) process, and design development.<sup>42</sup>

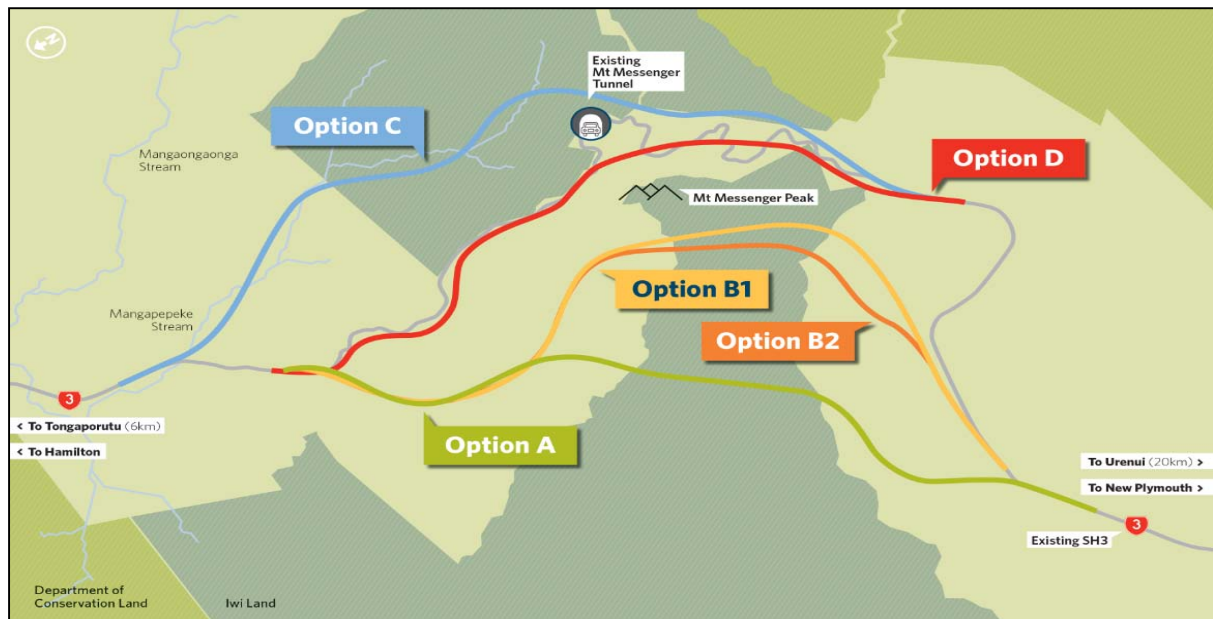


Figure 7.4 – Mt Messenger Bypass Route Options – Consultation Phase Four

#### 7.5.4.1 Engagement activities

Engagement activities included the following (as outlined in Table 7.3):

- Targeted meetings with key stakeholders;
- Drop-in sessions hosted by the Project team;
- Online engagement with information provided on the Programme website and social media;
- Distribution of a newsletter update on the Programme; and
- Feedback form (online and hard copy) used to capture the public's views on the proposed route options.

<sup>42</sup> The Consultation Phase Four options represent the 'shortlisted' MCA options. See section 6.3.3 of this AEE for a detailed summary of the process for arriving at the shortlisted options. The Consultation used different labelling lettering (A - D) than the MCA shortlist process.

**Table 7.3 – Phase Four Engagement Activities**

Engagement	Engagement Activities
<b>Meetings</b>	Before the public engagement events began, the Project team held face-to-face meetings with potentially affected landowners including Ngāti Tama and DOC. Meetings with some of the key transport users and with the SH3WP were also held.
<b>Drop-in sessions and Meetings</b>	<ul style="list-style-type: none"> <li>• Three drop-in sessions were held in New Plymouth (15 June) (200 attendees), Urenui and Mokau (16 June) (60 and 40 attendees respectively).</li> <li>• A hui with Ngāti Tama and Ngāti Mutunga iwi at the Ngāti Tama marae (16 June).</li> <li>• A lunch with 25 business representatives from emergency services, government bodies, local businesses and freight/ transport organisations in New Plymouth (15 June). The lunch was promoted through Venture Taranaki’s newsletter (1900 subscribers) and through the Project’s stakeholder database.</li> </ul> <p>The updated route options were presented on display boards with supporting Project information, along with an animated 3D video of each route. Project staff were present to respond to questions. Feedback forms were distributed at the sessions.</p> <p>An estimated 335 – 350 people attended the drop-in sessions, hui and lunch over the two days.</p>
<b>Flyer mail drop</b>	Approximately 4000 flyers were distributed to households from Urenui to Te Kuiti promoting the drop-in sessions.
<b>Advertisements in local newspapers</b>	Public notice advertisements promoting the consultation and drop-in sessions were placed in: <ul style="list-style-type: none"> <li>• Taranaki Daily News on Saturday 10 June, Tuesday 13 June and Wednesday 14 June; and</li> <li>• North Taranaki Midweek on Wednesday 14 June.</li> </ul>
<b>News media</b>	<ul style="list-style-type: none"> <li>• A media release on the updated options accompanied by an image of the routes was made available to news outlets.</li> <li>• Five media stories were published about the drop-in sessions and updated options covered by the Taranaki Daily News, Waitomo News and RNZ.</li> </ul>
<b>Website information</b>	<ul style="list-style-type: none"> <li>• The Programme webpages were updated on 15 July to provide information on the drop-in sessions, the route options, FAQs, a feedback form and media release.</li> </ul>
<b>Social media</b>	<ul style="list-style-type: none"> <li>• A social media campaign via the Transport Agency Bay of Plenty Facebook and Twitter pages encouraged stakeholders to attend a drop-in session or access information online.</li> <li>• The initial post reached 17,525 people, received approximately 51 likes and 25 shares on Facebook, with 26 people commenting under the post. Facebook users also tagged their friends in the post.</li> </ul>

#### 7.5.4.2 Engagement findings and issues identified

A total of 95 feedback forms (79 hardcopy and 16 electronic responses) were received during this phase of engagement.

Feedback was sought on the proposed route options, specifically:

- The main things that should be taken into account when selecting a preferred route (for example improving safety and reliability, and effects on the environment and cultural values);
- How a new route would affect respondents travel patterns and the way they do things (e.g. reduced business costs); and
- What respondents liked and disliked about each option.

The main themes from the feedback are summarised below.

- **Travel reliability and safety** – Travel reliability (70 respondents) and safety (69 respondents) featured heavily in the feedback with respondents wanting a safe and reliable route through Mt Messenger. Despite this, some respondents noted that they enjoy the existing road, but that a safer, more reliable road is necessary.
- **Desire for a long term solution** – There was a strong desire for the preferred option to be a long-term solution. The durability and future proofing of the route should not be compromised with participants highlighting the need for the road to withstand weather conditions and interference from Mt Messenger's terrain, such as rock falls, slips and flooding.
- **Environmental and cultural concerns** – While the vast majority of respondents acknowledged the need for a new route, there were concerns over potential impacts on the area's environmental and cultural value, with almost half of the respondents commenting on the environment. The impact on wildlife and Mt Messenger's native bush and wetlands were cited as particular areas of concerns. Concerns about effects on iwi land were also raised.
- **Economic benefits** – Respondents noted the financial benefits of a new route to communities and businesses within the Taranaki region, through increasing accessibility and reducing business cost. The economic value of a route with lesser gradient for the transport industry was also acknowledged. The route would also provide opportunities for an increase in tourism.

Overall, as it did during the Phase 3 engagement, the public feedback supported Option A.

In addition to feedback from the drop-in days, specific feedback was also received from key stakeholders. Ngāti Tama expressed their feedback through participation in the route options assessment process, and provided the Transport Agency with a draft Cultural Impact Assessment (refer Section 8.4.1), highlighting a preference to avoid cultural impacts. Feedback from DOC highlighted the importance of the biodiversity values of the western Parininihi land and a preference for an option that avoided adverse environmental and cultural outcomes on these values. Feedback from transport users highlighted that route resilience and minimising operational costs as being key interests for route selection.



In selecting a preferred option, the Transport Agency took this feedback into account, primarily through selecting an option that avoided the western Parininihi land and its higher environmental and cultural values, and achieved good transport outcomes.

### **7.5.5 Phase Five – Preferred Alignment and Consenting**

Phase five of the engagement process has focussed on engagement regarding the preferred alignment and development of the Project designs and construction. This engagement has focused on Ngāti Tama, affected landowners, route neighbours, DOC and other key stakeholders, along with the wider community.

An announcement on the selection of the preferred options was made by the Transport Minister on 31 August 2017<sup>43</sup>, via a press release from the Minister's Office. A small event in Waitoitoi Hall was also organised by the Minister's office, where the Minister announced the Mt Messenger Bypass.

Face to face meetings with directly affected landowners were undertaken to discuss the Project. Meetings discussed the alignment, property impacts, future site investigations and the upcoming designation and consenting process.

The Transport Agency has worked constructively with Ngāti Tama in developing the Project. Ongoing engagement with Ngāti Tama will occur as the Project progresses to ensure that Ngāti Tama's cultural values and aspirations are incorporated into the Project development and into designs and on through construction and operation.

Ongoing engagement with DOC will also continue regarding environmental assessments, mitigation measures and future site investigations in relation to freshwater and terrestrial ecology.

The Transport Agency has also met with the SH3WP, road user organisations and industry bodies, local business and community groups in relation to the preferred alignment.

This engagement will continue through the consenting process.

## **7.6 Engagement with key stakeholders**

As described above, through Phases one to five there has been ongoing liaison with key stakeholders during the route selection and design development process. Table 7.4 outlines the consultation undertaken with these stakeholders, their interests and issues, along with the main engagement approaches.

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<sup>43</sup> <https://www.beehive.govt.nz/release/mount-messenger-bypass-option-selected>

**Table 7.4 – Project stakeholders – their interests, issues and engagement approaches**

Stakeholder	Interest	Engagement
<b>Te Runanga o Ngāti Tama</b>	<ul style="list-style-type: none"> <li>• Impacts of the Project on their land to the west of SH3 through which the alignment passes.</li> <li>• Impacts of the Project on the land's cultural values and sites of cultural significance.</li> <li>• Focus on avoiding or mitigating effects on land with high cultural, landscape and ecological values.</li> <li>• Potential impacts on the kōkako relocation project.</li> </ul>	<ul style="list-style-type: none"> <li>• Regular (fortnightly / monthly) hui with the Runanga in Taranaki, initially monthly then fortnightly in 2017, to keep them informed of the Project and provide opportunities to input into development of the Project.</li> <li>• Emails and phone calls as required.</li> <li>• Notification of consultation phases and Project development</li> <li>• Participant in the route options assessment process</li> <li>• Design development meetings with Alliance specialists, including ecologists, landscape specialists, constructors and designers to discuss the Project, opportunities to incorporate cultural values into the Project, or where necessary, how any effects on cultural values could be avoided, remedied or mitigated.</li> </ul>
<b>Ngāti Maniapoto Ngāti Mutunga</b>	<ul style="list-style-type: none"> <li>• Impact on cultural values and route options.</li> </ul>	<ul style="list-style-type: none"> <li>• Notification of consultation phases and Project development.</li> <li>• Specific meetings to discuss development of the Project.</li> <li>• A hui was held with Ngāti Mutunga in Urenui on 15 June 2017 to update them on bypass options.</li> <li>• A meeting with Ngāti Maniapoto on 4 October 2017 to discuss the consenting process.</li> </ul>
<b>Directly affected landowners</b>	<ul style="list-style-type: none"> <li>• Impact on property access / operations.</li> <li>• Effects associated with the construction and operation of the Project on their land.</li> </ul>	<ul style="list-style-type: none"> <li>• Meetings at landowner properties typically once per month throughout investigation phases (May 2016 to August 2017)</li> <li>• Prior to, and during key Project engagement events, such as the Consultation on Options (Nov 2016 – Jan 2017) and Update on Options (June 2017), meetings were held with landowners to discuss property impacts and the consenting process.</li> <li>• Since the announcement of the preferred alignment, weekly meetings have been held to discuss property acquisition, construction and operational effects of the Project.</li> <li>• Newsletter updates advising of consultation and Project development (route options and preferred alignment)</li> </ul>

Stakeholder	Interest	Engagement
<b>Landowners adjacent to the route</b>	<ul style="list-style-type: none"> <li>The impact of construction on their property, including noise, any disruption to property access, landscape and visual effects, dust effects.</li> <li>Impacts associated with operation of the bypass on their property, including noise, landscape and visual effects.</li> </ul>	<ul style="list-style-type: none"> <li>Meetings at landowner properties throughout investigation phases (May 2016 to August 2017), with additional meetings coinciding with key Project events e.g. public consultation.</li> <li>Meeting prior to consultation on options, update on options, announce the preferred alignment and to discuss property impacts and the consenting process.</li> <li>Subsequent meetings as required to ensure landowners are aware of the Project's progress.</li> <li>Newsletter updates advising of consultation, Project development (route options and preferred alignment).</li> </ul>
<b>Parties with cultural interest in local area:</b> <ul style="list-style-type: none"> <li>Nga Hapu o Poutama</li> </ul>	<ul style="list-style-type: none"> <li>Impact on cultural values and route options.</li> </ul>	<ul style="list-style-type: none"> <li>Notification of consultation phases and Project development.</li> <li>Meetings to discuss development of the Project.</li> </ul>
<b>Regional Council</b> <i>Regulatory team, Council heads</i> <i>Chair, chief executive, and councillors</i>	<ul style="list-style-type: none"> <li>Consenting authority – responsible for processing the resource consent application and subsequently monitoring the implementation of the consents. Interested in route alignment, environmental effects, including erosion and sediment control, water quality, ecological matters.</li> <li>Transport and tourism benefits between regions, and economic benefits to the region.</li> </ul>	<ul style="list-style-type: none"> <li>Regular meetings with a working group of the Regional Council (and District Council officials) to keep them informed of Project progress, including meetings prior to key Project events e.g. public consultation.</li> <li>Regular meetings with regulatory team to discuss the consent applications</li> <li>Site walkover with regulatory team on 19 September 2017 and their specialists to discuss the alignment, environmental effects and management.</li> <li>Emails and newsletter updates to advise of consultation and Project development.</li> </ul>
<b>District Council</b> <i>Regulatory team, Council heads</i>	<ul style="list-style-type: none"> <li>Consenting authority – responsible for processing the NoR and subsequently monitoring the designation conditions. Interested in route alignment,</li> </ul>	<ul style="list-style-type: none"> <li>Regular meetings with a working group of the Regional Council (and District Council officials) to keep them informed of Project progress, including meetings prior to key Project events e.g. public consultation.</li> <li>Regular meetings with regulatory team to discuss the consent applications.</li> </ul>

Stakeholder	Interest	Engagement
<i>Mayor, chief executive, and councillors</i>	<ul style="list-style-type: none"> <li>environmental effects, including landscape, construction traffic, noise and vibration, social impacts.</li> <li>Local road management (represented on the Regional Transport Committees) – SH3 is a significant route being the only direct connection between Taranaki and Waikato.</li> <li>Transport, tourism and economic benefits to district.</li> </ul>	<ul style="list-style-type: none"> <li>Site walkover with regulatory team on 19 September 2017 and their specialists to discuss the alignment, environmental effects and management.</li> <li>Emails and newsletter updates to advise of consultation and Project development.</li> </ul>
<b>SH3 Working Party</b> <i>Representatives from the Regional Council, the District Council, Waikato Regional Council, Waitomo District Council, Transport Agency, Automobile Association, RTA, NZ Police, Roading Maintenance Contractors (Transfield and Downers)</i>	<ul style="list-style-type: none"> <li>High interest in all aspects of the Awakino Gorge to Mt Messenger Programme, including the Mt Messenger Bypass as key advocates for the improvements.</li> <li>Interest in freight movement, route safety, travel time reliability and network resilience.</li> </ul>	<ul style="list-style-type: none"> <li>Meetings to provide Programme and individual Project updates, typically every three months. Meetings include: <ul style="list-style-type: none"> <li>14 April 2016</li> <li>8 September 2016</li> <li>3 May 2017</li> </ul> </li> <li>A question and answer session was held with members of the SH3WP on 27 July 2017.</li> <li>Notifications in advance of engagement phases and provision of details shortly before information is made public.</li> <li>The SH3WP also receives the Project's Newsletter.</li> </ul>
<b>Taranaki Regional Transport Committee</b>	<ul style="list-style-type: none"> <li>Interest in the route alignment, along with design and construction details.</li> </ul>	<ul style="list-style-type: none"> <li>Taranaki RTC quarterly meetings were attended on 9 March, 1 June, 7 September and 7 December in 2016 and on 8 March, 14 June, 6 September in 2017.</li> </ul>
<b>Waikato Regional Transport Committee</b>	<ul style="list-style-type: none"> <li>Interest in the route alignment, along with design and construction details.</li> </ul>	<ul style="list-style-type: none"> <li>Waikato RTC meetings were attended on 7 March, 2 May, 4 July and 5 September 2016 and on 13 February, 6 March, 3 April, 1 May, 3 July, 5 September and 2 October 2017.</li> </ul>

Stakeholder	Interest	Engagement
<b>DOC</b>	<ul style="list-style-type: none"> <li>Overarching Memorandum of Understanding between the Transport Agency and DOC requesting early engagement on the wider Programme.</li> <li>Interested in impacts on biodiversity and conservation values and on Ngāti Tama land subject to the covenant and the avoidance, remediation and mitigation of effects.</li> </ul>	<ul style="list-style-type: none"> <li>Working group established with DOC with fortnightly meetings / workshops to provide DOC with an understanding of the Project, the options assessment and preferred alignment, potential environmental effects and measures to avoid, remedy, mitigate or offset adverse effects. Meetings have also discussed conservation and biodiversity outcomes of the Project and future ecological investigations.</li> <li>DOC specialists observed the route options assessment (June 2017).</li> <li>Site walkover with Alliance ecologists and DOC specialists in August 2017 to discuss the Project, corridors being considered, ecological effects and mitigation.</li> <li>Newsletter updates advising of consultation, Project development (route options and preferred alignment).</li> </ul>
<b>Freight organisations</b> <i>Including Mainfreight, Fonterra, Port of Taranaki</i>	<ul style="list-style-type: none"> <li>Resilience of route to provide for the transport of freight between regional and locally.</li> <li>Reducing / minimising operational costs.</li> <li>Route and driver safety, travel time reliability.</li> <li>Impact of delays on perishable goods being transported.</li> </ul>	<ul style="list-style-type: none"> <li>Meetings held with organisations to discuss the Project development</li> <li>Some organisation representatives attended the New Plymouth business lunch presentation on 15 June 2017, where the Alliance provided an update on the route options.</li> <li>In July, meeting invitations were sent to organisations who were either unable to attend the business lunch or may like to discuss the options further.</li> <li>Meeting with Heavy Haulage on 20 October 2017 to discuss the consenting process.</li> <li>Newsletter updates advising of consultation, Project development (route options and preferred alignment).</li> </ul>
<b>Fish &amp; Game NZ</b>	<ul style="list-style-type: none"> <li>Environmental interests, access to rivers and waterways.</li> </ul>	<ul style="list-style-type: none"> <li>Meetings held in December 2016 and June 2017 discuss the Project development.</li> <li>Newsletter updates advising of consultation, Project development (route options and preferred alignment).</li> </ul>
<b>Forest and Bird</b>	<ul style="list-style-type: none"> <li>Environmental interests especially ecology and habitats.</li> </ul>	<ul style="list-style-type: none"> <li>Meetings with the Taranaki Branch and national Forest and Bird representative in December 2016, June and September 2017 to discuss the Project, including options assessment, the alignment environmental effects and how these can be avoided, remedied and mitigated.</li> </ul>

Stakeholder	Interest	Engagement
		<ul style="list-style-type: none"> <li>• Newsletter updates advising of consultation, Project development (route options and preferred alignment).</li> </ul>
<b>Venture Taranaki</b>	<ul style="list-style-type: none"> <li>• Interest in what is being planned and benefits for the region, tourism and other businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing meetings, including some joint meetings with council representatives and other organisations.</li> <li>• Venture Taranaki supported the Alliance's business lunch presentation on June 15, 2017. The luncheon involved a presentation about the Mt Messenger route options.</li> <li>• Newsletter updates advising of consultation, Project development (route options and preferred alignment).</li> </ul>
<b>Local businesses</b>	<ul style="list-style-type: none"> <li>• Interested in what is being planned and impact on business.</li> </ul>	<ul style="list-style-type: none"> <li>• Some attended the attended the New Plymouth business lunch presentation on 15 June 2017 where the Alliance provided an update on the route options.</li> <li>• Meetings as required to discuss specific Project aspects.</li> <li>• Newsletter updates advising of consultation, Project development (route options and preferred alignment).</li> </ul>
<b>Emergency services –</b> NZ Police, St John Ambulance and the Fire Service  <i>NZ Police are a member of the SH3WP.</i>	<ul style="list-style-type: none"> <li>• Interested in construction work, in particular any disruptions to the SH3 network that may cause delays in responding to an emergency.</li> </ul>	<ul style="list-style-type: none"> <li>• Representatives attended the consultation on options and New Plymouth business lunch presentation on 15 June 2017, where the Alliance provided an update on the route options.</li> <li>• Meetings as required to discuss specific Project aspects.</li> <li>• Newsletter updates advising of consultation, Project development (route options and preferred alignment).</li> </ul>
<b>Interested groups</b>  Local schools and communities	<ul style="list-style-type: none"> <li>• Interested in what is being planned and impact and how it will impact on their daily lives.</li> </ul>	<ul style="list-style-type: none"> <li>• Newsletter updates advising of consultation, Project development (route options and preferred alignment).</li> <li>• Invited to participate in the consultation and update on options.</li> <li>• Meetings as required to discuss specific Project aspects.</li> <li>• Meetings held with Principals of schools within the surrounding area in July and August to understand their interest in participating in a community project –</li> </ul>

Stakeholder	Interest	Engagement
		<p>Urenui School and Mokau School were met on 6 July 2017. Mimi, Uruti and Ahititi schools were met on 2 August 2017.</p> <ul style="list-style-type: none"> <li>• Three schools – Mimi, Uruti and Mokau, have signed up to the first stage of the community project ‘Connecting Communities’, running from October until late November/ early December 2017<sup>44</sup>.</li> </ul>
<b>General public</b>	<ul style="list-style-type: none"> <li>• Key interests in travel time/disruption and safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Promotion of major phases of engagement encourages the public to participate and they are invited to join the database and receive electronic updates and other information about the Project.</li> <li>• Invited to participate in the consultation and update on options: <ul style="list-style-type: none"> <li>○ Four drop-in sessions were held as part of the consultation on options on 5 –6 December 2016 in New Plymouth Urenui, Mokau and Te Kuiti.</li> <li>○ Three drop-in sessions, for an update on options on 15–16 June 2017 in New Plymouth, Urenui and Mokau.</li> </ul> </li> </ul>

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<sup>44</sup> Connecting Communities aims to introduce young learners, their families and school staff to the Project while building relationships with them that continue and go beyond the Project’s lifetime

## 7.7 Engagement with Ngāti Tama

Ngāti Tama is a key stakeholder. Ngāti Tama are mana whenua for this area and also own a significant proportion of the land through which the alignment will be constructed. The cultural values and significance of this area to Ngāti Tama are highlighted in Sections 8.4.1 and 9.7. The Project (and most previously considered Project options) traverses land returned to Ngāti Tama by the Crown through the Treaty of Waitangi settlement process.

Te Runanga o Ngāti Tama is the post settlement governance entity established under the Ngāti Tama Deed of Settlement (2003). Te Runanga o Ngāti Tama represents and is accountable to all the members of Ngāti Tama.

Ngāti Tama have played a crucial role through the process of developing the Project, including options consideration and making design refinements. In accordance with the importance of Ngāti Tama to the Project, a series of hui, informal meetings, and workshops have been held through 2016 and 2017 between the Transport Agency and Te Runanga o Ngāti Tama to discuss Project development and detailed design. Ngāti Tama also played a central role in the MCA process for assessing alternative route options for the Project (refer Section 6.3.3).

Key aspects of the engagement between the Transport Agency and Ngāti Tama in respect of the Project have included:

- Regular meetings and exchanges of information.
- Collaboration in the development of the Project's design philosophy, namely "treading lightly on the land".
- Providing the Mt Messenger Alliance team with the name 'Te Ara o Te Ata'. Te Ata is a local taniwha which manifests on the coast of Parininihi and is of cultural significance to Ngāti Tama.
- Formal expression of Ngāti Tama cultural values and impacts associated with the Project, through the Cultural Values Assessment and Cultural Impact Assessment.
- Attendance and participation in MCA processes, including providing the scoring of all options against the 'cultural heritage' criterion.
- Numerous site visits with Te Runanga o Ngāti Tama trustees and Project team specialists to observe and discuss the various alignment options and implications on ecology, landscape and cultural values.
- Joint meetings with the Te Runanga o Ngāti Tama, the Transport Agency, Kōkako Specialist Group (KSG) and DOC, to consider impacts on the re-introduced kōkako and other species and habitats in the Project area.
- Attendance and monitoring by Ngāti Tama trustees during field investigations (including geotechnical testing) to observe investigations.

In-depth engagement with Ngāti Tama will continue through the final design and construction of the Project. For example, Ngāti Tama are expected to be key to the processes for finalising landscape design details for the key components of the Project, in line with the LEDF. This applies in particular to opportunities for cultural narrative and



expression in structural design aspects and the proposed ecological and landscape mitigation and biodiversity offset package.

For more detail in respect of the effects of the Project on cultural values, and in particular Ngāti Tama cultural values, refer to Sections 8.4.1 and 9.7.

## **7.8 Consultation outcomes**

Feedback and inputs from the Project stakeholder engagement and communications, along with specialist technical information, has informed the options assessment and Project development process. The key topic areas and issues raised during stakeholder engagement for the Project are set out in Table 7.5, along with the Alliance's design and/or construction response to these topics. In most instances, the issues and measures covered in the table are addressed in more detail in the relevant section of this AEE and in the Technical Reports in Volume 3.

**Table 7.5 – Engagement Feedback and Project Response**

Topic	Issue	Response
Environment	Concern around impact of a road on biodiversity values of western Parininihi land (irreversible environmental impacts, segmentation of forest, impacts on wildlife, pest and predator impacts)	Recognising, and seeking to avoid adverse effects on the ecological values associated with the Parininihi land west of SH3 was at the core of the options assessment undertaken for the Project. The location of the Project to the east of SH3 avoids higher biodiversity value areas and adverse effects on the natural environment values to the west of SH3.
	Protection of the remaining small area of Taranaki coastal forest	While the Project traverses forest in the Ngāti Tama land to the east of SH3, this land has not had consistent pest management and consequently, the ecological condition and biodiversity value of this area is lower. Vegetation communities are more modified and have been affected by stock grazing, browser pressure, fire and logging. A significant mitigation and biodiversity offset package will be implemented as part of the Project, focused on achieving a net gain in biodiversity in the medium term following the completion of construction. The package comprises: <ul style="list-style-type: none"> <li>• Intensive, multi-species pest management over 560ha.</li> <li>• Restoration planting of 6ha of swamp forest.</li> <li>• Planting of 200 seedlings of the same species for every significant tree felled for the Project.</li> <li>• Riparian planting and livestock exclusion of approximately 8.9km of existing stream.</li> <li>• Restoration planting</li> </ul>
	Protection of significant wetlands	The Project includes a bridge over a tributary of the Mimi River and ecologically significant wetland in order to minimise impacts on wetland. Construction of the bridge will be undertaken to avoid works in the valley below as outlined in Section 5.
	Protection of the Parininihi Reserve and the reintroduction of the kōkako	As outlined above, the location of the alignment, to the east of the existing SH3 will avoid impacts on the western Parininihi land, where kōkako have been released. The mitigation and biodiversity offset package for the programme will address potential effects on birds including kōkako.
	Destruction of kiwi habitat	The location of the Project, to the east of the existing SH3, avoids impacts on the western Parininihi land. Construction will be undertaken in accordance with the Project's ELMP, which will include specific protocols to minimise adverse impacts on kiwi (refer to Section 9.8 for further detail).

Topic	Issue	Response
	Concern around large cuts and retaining walls requiring large areas of bush to be cleared.	The Project has been designed to minimise the extent of cuts and fills depths/heights as far as practicable and hence, minimise the extent of vegetation clearance and habitat impacts. The tunnel under the ridgeline to the east of the existing SH3 will avoid the requirement for a significant cut in this location.
	Improving the existing road would be most beneficial and avoid impacts on conservation efforts	Upgrading the existing SH3 route was considered as part of the options assessment undertaken for the Project, as described in Section 6.3.3.
Safety, travel time and experience	Provide passing opportunities in both directions through passing lanes and slow vehicle bays	The alignment design, which provides for improved forward visibility, wider (1.5m) shoulders than the existing section of SH3, relatively flatter grades and improved road geometry, will enable greater opportunity for informal passing opportunities.
	Provide safer pull over areas	The need for pull over areas along the route will be assessed at the detailed design stage.
	Encourage better driving and slower speeds, including making sure new road does not cause motorists to speed	The alignment has been designed at a higher standard than the existing section of SH3 and to a 100km/h design speed. As such, it can be driven safely at that speed, noting that heavy vehicles are expected to travel at slower speeds on steeper sections of the route. The existing section of SH3 is very steep across much of Mt Messenger, with grades of up to 12% in some locations. In addition, there are a number of tight corners which need to be negotiated. By comparison, the curves along the new alignment will be very much eased, with maximum grades of 7.5% southbound and 7.0% northbound.
	Concern around a new road with a 60/70km/h speed, which is low compared to other new roads	The alignment will increase the safety Star Rating from 2 to 3.
	The straightest option will be the safest	
	Concern around lack of sun, freezing temperatures and wet conditions at Mt Messenger resulting in road closures and safety concerns	The Project alignment has a lower elevation than the existing route and a slightly better north / south alignment, so there is either little change / slightly more favourable conditions for snow, ice, or issues with lack of sun compared to the existing SH3.

Topic	Issue	Response
	Concerns around sightlines for drivers when approaching and departing the Mt Messenger tunnel	The new alignment is located to the east of the existing Mt Messenger Tunnel and serves as a bypass to the existing section of SH3 and the tunnel. The alignment provides significantly improved forward visibility and can be driven safely at 100kph throughout.
	Eliminate out-of-context or slow-speed curves.	Concerns around slow speed curves have been addressed in the design of the Project. The existing section of SH3 is very steep across much of Mt Messenger, with grades of up to 12% in some locations. In addition, there are a number of tight corners which need to be negotiated.  By comparison, the curves along the new alignment will be very much eased, with maximum grades of 7.5% southbound and 7.0% northbound.
Construction	Disruption to traffic while the road is being constructed	The Project will largely be constructed offline of SH3. Minor works will be required at the northern and southern extents of the Project where it will connect with the existing SH3. Some SAPs to enable access to the construction area will be via SH3. Any works within the SH3 corridor will be appropriately managed to minimise road user disruption.
	Build high quality, low maintenance road surface	These requirements are intrinsic in the design of the Project.
	Large trucks and a windy road will result in high maintenance requirements	The Project will require less maintenance due to the higher standard of design than the existing section of SH3, lower grades and eased curves.
Resilience	The existing road should be retained in event of the new road being closed and used in emergencies	The future of the existing SH3 alignment will be determine in consultation with the District Council and landowners, including Ngāti Tama.
	Mt Messenger geology will cause many slips and washouts on the road	Detailed mapping and ground investigations have been undertaken to inform the route selection and detailed design processes for the Project. The design of the alignment responds to the geological conditions along the route. The new route to the east of SH3 will provide improved network resilience and journey reliability compared to the existing section of SH3.

Topic	Issue	Response
	A long term approach needs to be taken so that the new road is suitable for future growth	The road has been designed to provide sufficient capacity for forecast future traffic growth.
	Provide telecommunications coverage and radio site development as part of the Project	Telecommunication coverage is managed by the respective network utility providers and does not form part of the Project.
Economic	Avoid disruption to, and loss of productive land	While there will be some productive land impacted by the alignment; impacts have been minimised as practicable.
	The more undulating the road, the greater the transport operating costs	The Project has a significantly lower overall climb and will result in lower operating costs than the existing SH3.
Recreation	Improvements should incorporate a cycle/walkway between Mokau and Awakino to encourage use of bikes and visitors to the area	The carriageway width of the new route will be suitable for pedestrians and cyclists, with 1.5m shoulders provided next to the traffic lanes along the alignment, and 1.2m in the tunnel. The increased width of the paved shoulders will provide cyclists with greater space and improved cycling conditions in comparison to the existing section of SH3.  Improvements along other sections of SH3 will be assessed as part of the wider SH3 Improvements Project.
	Concerns over impacts on recreation opportunities, such as tramping, through the western Parininihi land	The Project will provide safer conditions for users of the Mt Messenger and Kiwi Road walking tracks. A new stopping area will be established for this purpose at a suitable location adjacent to the existing SH3 carriageway. This will provide an improvement on the existing configuration where informal parking areas on the side of the road lack any safe connection to the start of the track and lack safe entry and exits. The Kiwi Road track will also be re-routed under the new bridge to enable safe passage across the new road.
Cultural considerations	Impact on Ngāti Tama land	While the alignment extends through land owned by Ngāti Tama, significant engagement has been undertaken with Ngāti Tama in relation to the route selection process and detailed design development as outlined in above and in Section 9.7. The Transport Agency will continue engagement with Ngāti Tama throughout the Project.

Topic	Issue	Response
Landscape and Visual	Large cuts and hard engineering will be ugly features in the landscape.	The alignment has been designed to minimise the extent and scale of cuts and fills as practicable. Works will be undertaken in accordance with the LEDF and ELMP, which outline the landscape and rehabilitation treatments, such as cut and fill slopes in order to minimise adverse landscape and visual effects.

## 7.9 Ongoing communication

The Transport Agency will continue to communicate with the local community and stakeholders for the duration of construction of the Project, as outlined in the CEMP (refer to Volume 5). This will include:

- Ongoing contact with directly affected landowners including in respect of progress with construction.
- Project updates during construction.
- Information stands about the Project at local public event(s). The Project team will be available to interact with the public.
- A drop-in space with visual displays related to the Project and construction works.
- Regular newsletter updates (hardcopy and electronic) regularly to keep stakeholders informed about the Project.
- Shareable posts on social media, namely Facebook and Twitter about Project activities and outcomes.

