

4 Stakeholder Relationship Management and Consultation

4.1 Previous Consultation

Early on in the I&R stage consultation was started with Fonterra, the other landowners and the Edendale Community Board. Consultation with Fonterra was initiated by a site meeting on 26 October 2004. This consultation process continued with Fonterra through to the start of 2006. Following on from this consultation discussions were held between Fonterra and NZ Transport Agency. A MoU between the two parties was prepared to highlight the issues for each and develop a framework for working together.

The landowners consulted with in 2004 were:

- The Gibson-Smiths
- The Suttons (now Homestead Dairies Ltd)
- The Crawford's

The NZ Transport Agency and MWH met with the Community Board and discussed the proposed realignment.

On 24 January 2007 a letter was sent to all affected landowners and key stakeholders. This consultation requested comments on an earlier option. This option did not include a grade-separated interchange but had an at-grade access to the Fonterra processing plant. The consultation responses were generally positive with some recommendations for changes to the design and further consultation.

Fonterra held an open day on the 15th of December 2009 to discuss their project to construct a new rail siding for the plant. The siding will require a level crossing of SH1 north of Crescent Road. MWH attended the open day on the NZ Transport Agency's behalf. There was a good attendance from a cross section of the community including some directly affected stakeholders. Plans of the realignment including the grade-separated Interchange were displayed and discussed with attendees. The general reaction to the realignment was positive with no opposition being expressed to the proposed realignment.

NZ Transport Agency and MWH attended a further community board meeting on the 2nd of December 2009. The plans for the realignment with the grade-separated interchange were presented to the board. The project and funding process was discussed in general terms. At that time the board were unanimously in support of the project. Barry Gibson Smith attended the meeting and joined in the discussions.

4.2 Consultation Summary

A consultation letter was sent to stakeholders on the 10 June 2010. A copy of the consultation letter and responses are attached in Appendix D. A summary of responses received are included in the table below:

Table 4-1: Stakeholder Consultation Responses

Name	Organisation/ Stakeholder	Feedback
Ken Swinney	Environment Southland	The project crosses green fields and may require consents prior to construction
B Halligan	Southland District Council	<p>it is likely that the proposal will require a Notice of Requirement to be lodged for an alteration to the designation.</p> <p>Roading Design of residential/farm accesses will be considered during the design phase.</p> <p>Clarification about the future use of the existing rail siding will be required in consent documentation.</p> <p>Water and Waste There is an existing 250mm diameter water main that runs along the south boundary of Fonterra's land (Immediately north of the horse training track). Any alterations required of protection of the pipe will be at NZTA's costs.</p> <p>NZTA will be required to pay for all costs and future maintenance associated with the stormwater disposal system which is proposed at the grade separated intersection.</p> <p>Edendale Community Board SDC supplied comments made by members of the Edendale Community Board. These have been summarised below:</p> <p>The consensus is that the realignment will have a long term positive effects on the community. The reduction in traffic will create greater freedom for pedestrians, especially at the school.</p> <p>The grade separated intersection is a critical part of the project and the community board would like Fonterra traffic to use this intersection.</p> <p>They have concerns about heavy vehicles from Ferry Road travelling south using the eastern intersection and would like them to use the grade separated intersection. This cannot be achieved without a SDC bylaw.</p> <p>Traffic travelling to Wyndham are currently using Crescent Road/ George Street as an alternative route. The community board believes that improvements are required for roads and intersections.</p> <p>The community board has suggested that motorist service signs be installed both intersection to highlight the services in the township.</p> <p>Some residents are concerned about noise.</p> <p>The community board also has concerns about the use of the existing crossing.</p>
Kerrin Price	New Zealand Police	No response



Dave Potter	NZ Road Transport Association	The project was discussed at the RTA Southland Branch Meeting on the 17 th June. The association has no objections to the realignment as shown on the plans they received. Herberts Ken Holland (Manager of Herberts Transport) viewed the plans at the RTA meeting and his comments are included below. Transport Ltd. Ken has identified that no allowance has been made for vehicles entering the grade separated intersection from the Waste Water Treatment plant (WWTP) that wish to head south and bypass Edendale.
Owen Graham	New Zealand Historic Places Trust	NZHP's interest is in relation to the Edendale Homestead Complex. The Category 1 registration includes the tree-lined entrance and drive. As several trees and a gate may need to be removed at this property NZHOT consider themselves an affected party. They are keen to seek an outcome which recognises the heritage values of the complex and look forward to further involvement as the proposal progresses.
Peter Ward	New Zealand Automobile Association	The Southland branch of the NZAA supports the proposed solution. They would like consideration to be given to redesigning the existing level crossing
Ken Murray	Department of Conservation	
Maurice Rodway	Southland Fish and Game Council	The project will not affect the interests of Fish & Game
Andrew Bruce	Opus International Consultants	Opus have raised a number of design issues which are included in conventional design standards. Although not all the design detail has been shown on the consultation plans these issues are covered in the design philosophy statement. They have also noted that the Donald Engineering access is located on the section of redundant highway.
Michael Skerrett	Te Ao Marama	No response
Alex McLellan	Heavy Haulage Association	The Southland branch of the Heavy Haulage Association supports the project.
Wilma Verhaegh	Southern Roses	
Ian Goldschmidt	Landowner (Fonterra Co-operative Group Ltd)	All issues with Fonterra have previously been resolved and there are no outstanding issues with the proposed alignment. A MoU has been agreed between NZTA and Fonterra.
I Van Der Poel	Landowner (Homestead Dairies Ltd)	No response
Neil Wright	Landowner (Homestead Dairies Ltd)	No response



David and Daphne Crawford	Landowner	The Crawford's own the last remaining block of the old Homestead property. The house, mature trees and drive are listed as Category 1 with the Historic Places Trust. Compensation needs to be discussed. The house is approximately a kilometre from the accessway with State Highway and is a quiet peaceful spot. They have had noise issues since the wastewater treatment plant was completed. Fonterra has constructed earth walls and new aerators to mitigate the noise problems but they are still affected by noise at certain times. This had made them realise how noise travels and they have concerns about traffic noise on the new alignment. They would be happy to meet with someone to discuss the issues they have.
Barry and Patricia Gibson Smith	Landowner	No response
Rachael Egerton	New Zealand Archaeological Association	There are no archaeological sites recorded in the NZAA Site Recording Scheme in the area in question. There has been no archaeological survey undertaken in this vicinity, and there may be unrecorded archaeological sites within the property, as there are sites in the wider area indicative of early Maori occupation and activity. The work proposed involves a high level of ground disturbance and there is a possibility of finding previously unrecorded archaeological sites which are protected under the Historic Places Act.
Wilma Verhaegh and Geert Van der Laak	Adjacent Landowner	No response
Stewart Donald	Adjacent Landowner	No response
Clark McLeod	Adjacent Landowner	There is an old gravel pit on the property which could be used to take excess cut from the site. Clark has concerns about his access.

4.3 Consideration of Consultation Issues

A number of concerns raised have already been addressed. The request for Motorist Service Signs by the Edendale Community Board has been included in the estimate. The access for southbound vehicles from Fonterra's waste water treatment plant has been explored and included in the design. Mr Clark's access has been defined on the design plans. Other concerns were considered outside the scope of this project including those raised regarding the level crossings.

The concerns relating to noise from the new alignment will need to be considered further. An assessment of the noise effects will be required for the planning processes (see section 11.2). Further consultation is likely to be required with SDC about handing over the existing state highway to their control once the bypass is in place.