

**BEFORE THE TARANAKI REGIONAL COUNCIL AND NEW PLYMOUTH
DISTRICT COUNCIL**

MT MESSENGER BYPASS PROJECT

In the matter of the Resource Management Act 1991

and

In the matter of applications for resource consents, and a notice of requirement by the NZ Transport Agency for an alteration to the State Highway 3 designation in the New Plymouth District Plan, to carry out the Mt Messenger Bypass Project

**STATEMENT OF EVIDENCE OF WENDY TURVEY (SOCIAL)
ON BEHALF OF THE NZ TRANSPORT AGENCY**

25 May 2018

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TABLE OF CONTENTS

| | |
|---|----|
| QUALIFICATIONS AND EXPERIENCE..... | 2 |
| EXECUTIVE SUMMARY | 2 |
| BACKGROUND AND ROLE | 3 |
| SCOPE OF EVIDENCE | 4 |
| SOCIAL EFFECTS ASSESSMENT METHODOLOGY | 4 |
| EXISTING SOCIAL ENVIRONMENT..... | 6 |
| ASSESSMENT OF SOCIAL EFFECTS | 7 |
| ADDRESSING POTENTIAL ADVERSE SOCIAL EFFECTS | 13 |
| RESPONSE TO SUBMISSIONS AND SECTION 42A REPORT ON SOCIAL EFFECTS | 14 |
| APPENDIX 1 | 16 |

QUALIFICATIONS AND EXPERIENCE

1. My name is **Wendy Turvey**.
2. I am Research Operations Manager at WSP Opus.
3. I have the following qualifications and experience relevant to the evidence I shall give:
 - (a) I hold a Bachelor of Science degree in Town and Regional Planning from the University of the Witwatersrand, Johannesburg, South Africa;
 - (b) I have 30 years' planning experience in the areas of strategic policy, consenting and social impact assessment; and
 - (c) I specialise in preparing, implementing and reviewing social impact assessments for large infrastructure projects, predominantly roading-related, and have prepared or reviewed a number of such assessments in New Zealand, including:
 - (i) Peka Peka to North Otaki Expressway;
 - (ii) Mackays to Peak Peka Expressway;
 - (iii) Cambridge Bypass;
 - (iv) the Hamilton Section of the Waikato Expressway; and
 - (v) Caversham Bypass in Dunedin.
4. I confirm that I have read the 'Code of Conduct' for expert witnesses contained in the Environment Court Practice Note 2014. My evidence has been prepared in compliance with that Code. In particular, unless I state otherwise, this evidence is within my sphere of expertise and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

EXECUTIVE SUMMARY

5. The proposed Mt Messenger Bypass Project ("**Project**") will deliver significant regional and local benefits, including:
 - (a) greater safety and resilience in the road network to accidents and natural hazards, and improved capacity and ease of movement for both freight and people;
 - (b) improvement in the journey experience through reduction in driver frustration, by virtue of greater passing or overtaking opportunities, and a reduction in delays through being caught for long periods behind heavy vehicles;

- (c) enhanced accessibility for businesses, particularly those which are reliant on freight movements for production materials and access to markets;
 - (d) employment opportunities and economic activity created for local businesses and services during the construction phase; and
 - (e) improved accessibility and improved trip experience for visitors.
6. There will also be adverse social effects on the small number of people who live near the Project area, particularly during the construction phase. These are generally minor effects that have been addressed in the evidence of other technical specialists, and can be appropriately mitigated by the Construction Environmental Management Plan ("**CEMP**") and specific management plans. Agreements have been reached with four landowners for land acquisition or temporary occupation, and discussion is ongoing with the other landowners.
7. A key mitigation measure will be communication as this is vital to address concerns likely from landowners in the Project area. People will expect and tolerate some form of disruption if they are aware when it will be over so they can get on with their lives.
8. In particular, there is an adverse effect on the Pascoe property. The Pascoes have a long association with the land and have developed a strong social network. It will not be possible for the Pascoes to remain on the property during construction. Negotiations are underway with the Pascoes and depending on the outcome it may be possible to relocate or rebuild the current home on the property.
9. With any large infrastructure project there are always property related issues. For the individuals concerned there are consequences for daily life and wellbeing that may not be able to be mitigated.

BACKGROUND AND ROLE

10. The NZ Transport Agency ("**Transport Agency**") has engaged me to advise on the Project to improve the section of State Highway 3 ("**SH3**") between Ahititi and Uruti, to the north of New Plymouth.
11. Along with my colleague Stephanie Brown, I prepared the Social Impact Assessment included as Technical Report 5, Volume 3 to the Assessment of Environmental Effects ("**AEE**") for the Project.
12. Ms Brown and I are familiar with the Project area and the communities within it, having:
- (a) visited the area;
 - (b) attended meetings with groups and individuals that were considered to potentially experience social effects as a result of the Project. Interviews

were undertaken with 21 parties / stakeholders over June to August 2017 with all but two face-to-face;¹

- (c) attended public Drop-in Sessions in New Plymouth, Urenui and Mokau on the 15th and 16th June 2017;² and
- (d) undertaken an online targeted survey using a 'Public Participatory Geographic Information Systems' ("**PPGIS**") tool to gather local information and perspectives about the routes, places and activities associated with the Project. A total of 41 parties/stakeholders were invited to complete the survey.

SCOPE OF EVIDENCE

- 13. The primary purpose of my evidence is to discuss the social effects of the Project (both during construction and once the new highway is operational).
- 14. My evidence in respect of social effects addresses:
 - (a) the methodology employed for assessing social effects;
 - (b) the existing social environment;
 - (c) an assessment of the social effects of the Project, both during construction and once the highway is operational;
 - (d) steps being taken to address potential localised adverse social effects, including through conditions;
 - (e) comments on the draft conditions and proposed mitigation; and
 - (f) responses to submissions lodged and the Section 42A Report.
- 15. Our evidence has been informed by the proposed conditions presented through the evidence of Mr Peter Roan, and various documents including the proposed CEMP submitted with the AEE.

SOCIAL EFFECTS ASSESSMENT METHODOLOGY

- 16. A formal social impact assessment was carried out in order to assess the social effects of the Project. The methodology that was developed for the social impact assessment for the Project consisted of a number of steps (set out in detail Section 2 of Technical Report 5) as outlined in **Appendix 1**. In developing the assessment framework, the following matters were considered:
 - (a) best-practice assessment frameworks such as those of the International Association for Impact Assessment;

¹ These were undertaken either by Ms Brown or myself.

² These were attended by Ms Brown, but not by me.

- (b) the Transport Agency's Environmental Management Professional Services Guideline ("**PSG/13**") and Social and Environmental Management Form ("**PSF/13**") and Social Impact Guide,³ which in my view provide an appropriate framework for incorporating social and environmental considerations into State highway project planning at the consenting phase;
 - (c) social issues identified in the review of literature;
 - (d) the wider statutory planning framework and policy environment that is relevant to the Project; and
 - (e) community engagement undertaken in respect of the Project in 2016 and 2017.
17. The methodology considered social effects at two scales:
- (a) regional impacts as a result of the operation of the Project within and external to the Taranaki region; and
 - (b) local social impacts experienced across the Project area and at a localised level (where relevant) during the construction and operational phases.
18. The criteria used to assess the potential social effects that may arise from the Project are set out in Technical Report 5.
19. In summary, the assessment focuses on the interrelated heads of:
- (a) **Way of life:** Impacts on accessibility, connectivity, patterns of living and mobility - the changes/benefits through an improved route and connectivity including the difference the Project would make to daily life;
 - (b) **Wellbeing:** changes to wellbeing and safety;
 - (c) **Quality of the environment:** the effects on people from construction and operation of the Project (for example noise);
 - (d) **Growth and development:** the benefits that may be realised as part of the Project and the ability to lever off changes in access; and
 - (e) **Community:** impacts on people's property and 'neighbourhoods'; educational facilities; community areas and sites; community plans and aspirations; and on accessibility to services.
20. The social impact assessment for the Project, and this evidence, does not address effects on Maori cultural values. Those effects are best addressed by representatives of Ngāti Tama as tangata whenua.

³ NZ Transport Agency (2016). *People Place and Environment Series: Social impact guide*. Wellington: NZ Transport Agency

21. During my involvement with the Project, we have also liaised with, and reviewed reports of, other specialists who prepared technical reports and / or are giving evidence (and from whose assessments my social impact assessment draws information), including:
- (a) Mr Peter McCombs who is giving evidence on traffic and transport, and is the author of the Strategic Transport Technical Report;
 - (b) Ms Eliza Sutton who is the author of the Transport Assessment Technical Report;
 - (c) Mr Mike Copeland who is giving evidence on economics, and is the author of the Economics Assessment Technical Report;
 - (d) Mr Rob Grennaway the author of the Recreation Assessment Technical Report; and
 - (e) Mr Damian Ellerton who is giving evidence on noise and vibration, and Mr Shaun King who is the author of the Noise and Vibration Assessment Technical Report.

EXISTING SOCIAL ENVIRONMENT

22. A Project Study Area was established for the purposes of profiling the existing environment and assessing social impacts associated with the Project. The Study Area has been defined at two levels:
- (a) **Localised:** covering the area directly affected by the construction of the Project and the surrounding area (from Ahititi to just south of Uruti); and
 - (b) **Regional:** recognising the strategic importance of SH3 to the wider community.
23. The Mt Messenger area is remote with the nearest major towns being Te Kuiti to the north and Waitara to the south, 150km apart. It sits within the boundaries of New Plymouth District Council ("**NPDC**"). There are small settlements along the SH3 corridor in the area with Ahititi at the northern boundary of the Project, and Uruti approximately 11km to the south of Mt Messenger. The nearest towns of any size are Urenui to the south and Mokau to the north.
24. There are no specific facilities in the immediate Project area. The closest is Ahititi School approximately 1.8km from the northern tie-in. Uruti School and Uruti Hall and Community Centre is over 5km from the southern end of the Project area. There are walking tracks (Mt Messenger Track, Whitecliffs Walkway and Kiwi Road Track) in the vicinity. The schools have important connections to the communities they serve.
25. SH3 is the key transport link within the local area, and is also crucial to the Taranaki region as a whole. The majority of locals are used to driving over

Mt Messenger. The survey we carried out (Technical Report 5, Appendix C) and traffic data shows that people travel the route throughout the year, all days of the week and at varying times. There is no suitable alternative route - the alternative route north is via SH1 and Whanganui, an additional 242km or approximately 5 hours between Auckland and New Plymouth. However, the route is not considered safe, enjoyable or convenient. There is no public transport in the area immediately surrounding the Project.

26. As Mr McCombs explains in his evidence, SH3 also plays an important role in ensuring national freight security (e.g. being the default north-south route when the central plateau is snowed out), and is critical for supporting industry and trade between Taranaki and the north of New Zealand.
27. The Taranaki region is supported by a number of natural features which provide for a range of activities including surfing (SH45 surf touring route), surf lifesaving, running, walking, triathlon, mountain biking and horse riding. Many of these activities are growing in popularity, and opportunities to maximise access to suitable facilities can significantly increase community participation, including through formal events.
28. As Mr Copeland explains in his evidence, Taranaki's overall economic performance is founded in agriculture, forestry and fishing; manufacturing, and mining. However, tourism is playing an increasingly important role in the Taranaki economy with a number of annual events attracting visitors from outside of the region.

ASSESSMENT OF SOCIAL EFFECTS

29. In broad terms, the Project will bring a range of significant positive social effects, through the construction of a much-improved SH3 through the Mt Messenger area. These benefits will accrue at the Taranaki regional level, and also for those living in the immediate vicinity of the Project.
30. There will be some limited adverse social effects at the local scale on the small number of people living in the immediate vicinity of the Project. Mr Rob Napier explains in his evidence that there are eight private properties that will need to be acquired in part for the Project (temporarily during construction, or permanently).⁴ Agreement has been reached for the permanent or temporary acquisition in respect of four of those properties; while active negotiations are ongoing in respect of the other four properties.
31. I note in particular that discussions are ongoing with the Pascoes. The Pascoe house will not be able to be lived in during construction, which has an adverse effect on lifestyle and wellbeing.⁵ Mitigation options are limited but

⁴ The Ngati Tama land is additional to these eight other private properties.

⁵ I understand the Pascoes have communicated to the Transport Agency that they do not in any event wish to stay onsite during the construction period.

could potentially involve temporary relocation during construction; and post construction relocation of the existing home or construction of a new home.

32. Adverse social effects will occur primarily during the construction of the Project. These effects are discussed in the evidence of the relevant technical experts, and will be addressed by conditions and management plans.
33. In the social impact assessment, and in the sections below, the social effects of the Project discussed are based on the five categories of social effects noted above, with each category split into considering regionalised and localised effects. The assessment below also identifies the mitigation measures.

Effects on way of life

Regional

34. Regionally the operational effects of the Project will result in major positive social benefits related to transportation, connectivity and accessibility due to greater resilience and improved movement of freight and people.
35. Some residents feel isolated due to the current route's vulnerability and outsiders can have a perception that it is difficult to get to Taranaki. The Project will help address this issue by upgrading one of the worst sections of the main link to Taranaki from the north.
36. Improved resilience will come from reducing road closures and the threat of road closures on this section of SH3, which is the main link from Taranaki and southwest Waikato to the Upper North Island and the ports of Auckland and Tauranga. These closures are caused by slips, flooding, and obstructions such as trees and crashes. Mr Peter McCombs' evidence details the reliability issues, stating that closure rates are up to eight times greater than should be expected for a national route classed as a Regional Arterial.
37. Reducing the frequency and duration of road closures will lead to improved reliability of the route, which will in turn lead to increased business confidence, and may lead to investment and economic growth in the region. For truck drivers, this will be a significant benefit as, if a driver is unable to complete a New Plymouth-Auckland return journey within daily maximum allowable driving hours per day, a replacement driver needs to be sent to complete journeys.
38. Removing the tunnel at the top of Mt Messenger will enable larger loads to be transported by truck thereby improving accessibility which will have flow on economic benefits. For example, one interview respondent told us that being able to take oversize equipment on trucks on SH3 would change part of their business model as they would no longer need to have large equipment in Taranaki and could bring it in when needed.

39. Improved resilience also provides a social benefit to residents that travel for hospital visits to Hamilton, and for sporting groups. These are significant benefits, given the critical social importance of reliable access to appropriate health facilities, and the ability to engage in sporting events.
40. In summary, a key positive effect will be greater resilience in the road network to accidents and natural hazards, and improved capacity and ease of movement for both freight and people.

Local

41. The Project involves significant construction activity. However, the majority of construction will be 'offline', and will not directly affect the operation of the existing section of SH3. The existing SH3 will remain open during construction.
42. At either end of where the Project will tie in with the existing SH3 alignment there is likely to be some disruption as this work occurs. This may result in minor short-term delays for road users. In addition, access to properties will need to be maintained. A Construction Traffic Management Plan ("**CTMP**") is required to detail the measures to be adopted, whenever construction activities vary the normal operating conditions of any road affected by works. A CTMP has been prepared and is proposed as part of the conditions framework for the Project.
43. Mr McCombs' evidence addresses construction traffic and the CTMP. The proposed mitigation will ensure that the social effects are minor.
44. It is normal practice to notify affected landowners and the local community of the likely commencement date for the works and expected timeframe of the construction programme. This is a requirement of the proposed CEMP. This will help to mitigate the social effects of any temporary changes, as people will be able to plan for appropriate alternative arrangements and incorporate these into their usual daily routines.
45. Uruti School has identified that there could be positive educational benefits in the Project from construction as they would be interested in understanding the ecological effects and their mitigation and participating in activities where is safe to do so.

Growth and development

Regional

46. There are a number of benefits that may be realised as part of the Project and the ability to lever off changes in access. The evidence of Mr Mike Copeland

addresses the likely economic effects that could occur as a result of the Project, which include:

- (a) increased competitiveness for the Taranaki region due to an improved SH3 being able to be used for oversized loads and higher degrees of certainty that the road will be open;
 - (b) increased attractiveness of the New Plymouth District and the Taranaki region for business and residential development as well as improved accessibility for visitors;
 - (c) generating additional leisure trips by residents and visitors; and
 - (d) greater route resilience and trip time reliability will improve the competitiveness of Taranaki based businesses, and the attractiveness of the region to locate new businesses or expand existing businesses.
47. The responses from the interviews and survey we undertook highlighted some of the potential benefits ranging from the spin offs from better accessibility to being more cost competitive. Examples provided included that reducing the perception of isolation might help attract skilled people to the region; and improving business costs due to reduced maintenance costs for vehicles and fuel savings.
48. Social benefits can be expected to flow from these economic benefits, particularly the retention of businesses in Taranaki, and encouraging the establishment of new businesses. This level of stability:
- (a) enhances employment opportunities; and
 - (b) aids in retaining and growing the region's population, which in turn leads to the maintenance and upgrading of social infrastructure (houses, recreation areas and community facilities).
49. Increased liveability then itself becomes a factor in retaining skilled technical and professional people in the region.

Wellbeing

Regional

50. Consultation identified a real concern from road users about the safety of the current SH3 route over Mt Messenger, and their resultant wellbeing.
51. As Mr McCombs explains, improving the safety of this part of SH3 will reduce deaths and serious injuries ("**DSIs**") and future crash risk on this section of what is currently a high-risk rural road. DSIs have high costs to society so significant benefits are expected. Mr McCombs states that the new route will have a Safety Star Rating of 3 to match higher safety operating safety standards now sought across all of the rural state highway network.

52. The Project will improve the journey experience by:
- (a) making the road safer;
 - (b) improving users' experience of the corridor including reducing driver frustration;
 - (c) improving driver information and incident response;
 - (d) providing more opportunities to overtake and/or pass; and
 - (e) enabling less frustration from being behind slow-moving vehicles.
53. There will also be improved response times for emergency services leading to improved outcomes and reduced perception of isolation.
54. The broad community support for this project implies that the Project may change the way some people feel, a safer road or a road that is perceived as safer may improve their perception and participation in activities.

Local

55. Construction activity has the potential for effects on the wellbeing (through anxiety about the nature and duration of construction effects) and safety of the few surrounding residents.
56. Notification of the likely commencement date for the works and expected timeframe of the construction programme will enable people to make any arrangements to their daily lives and routines to minimise any potential effects on health and wellbeing during the construction period.
57. There are potentially short-term safety effects on road users and adjacent property owners from construction traffic. It is expected that safety will be maintained throughout the construction period through the preparation and implementation of the CEMP.
58. Concern and anxiety cannot be fully avoided or mitigated as individuals have different reactions.
59. Construction effects are considered to be a minor negative, and the effects (for example dust, anxiety, noise) can be addressed through the CEMP. This includes the anxiety effect, addressed through a communications plan and effective stakeholder engagement as part of the CEMP.

Quality of the environment

Local

60. Construction Works can be socially disruptive and annoying to surrounding residents depending on how they are managed. Construction activities can impact on people's outdoor use or may disrupt sleeping habits.

61. The effects on air quality, noise and vibration have been considered in the technical assessments and mitigation measures are proposed.
62. Adverse air quality effects from the Project during construction are expected from dust from exposed earthworks if not appropriately mitigated. Dust effects could have an effect on the lives of people and their properties within 100m of construction activities.
63. Effective communication and management will be necessary to ensure that any potential effects during construction do not impact on the health and wellbeing of residents in close proximity to the works. The proposed Construction Dust Management Plan ("**CDMP**") will manage these effects.
64. The evidence of Mr Damian Ellerton is that, during construction of the Project, heavy machinery and other works will give rise to temporary adverse noise and vibration effects. Depending on the location, nature, and time of the works, these may be audible and cause people temporary disturbance.
65. The measures proposed in Mr Ellerton's evidence to mitigate noise effects during construction are appropriate means of mitigation to address social amenity, health, and environmental concerns. The primary mitigation measure is the preparation and implementation of a Construction Noise Management Plan ("**CNMP**") that identifies noise and vibration management practices.
66. It is also imperative through the CEMP that there is ongoing communication with the community and key stakeholders regarding the timing and duration of activities. As noted above, this is a requirement of the CEMP, and is also included in the CDMP and CNMP.
67. Post construction, three dwellings have been identified for assessment of traffic noise effects with one property (3072 Mokau Road) predicted to have a noticeable change in the noise environment. However, traffic noise levels at all three dwellings are considered to be acceptable.
68. A small number of properties may gain views of the new road. The effects on the environment and amenity can be addressed by conditions requiring: adoption of mitigation plans developed as part of design; sympathetic treatment to earth worked slopes; and new planting appropriate to the locality. These measures are addressed by Mr Gavin Lister in his evidence.
69. The changes to the local environment and amenity are considered as minor to moderate negative effects for the very small number of residents affected.

Community

Local

70. The main community effect is the impact on a few privately owned properties that are required in order to construct and operate the Project. As noted above, Mr Napier records the latest position in terms of discussions with those landowners in his evidence.
71. Uncertainty over land acquisition has largely been resolved now that the Project applications have been lodged and the proposed designation boundaries confirmed, although residual uncertainty will continue until all acquisitions have been completed. In the interim a range of communication measures have been employed, such as through direct negotiation with affected landowners, information on the Project website, and direct contact with Transport Agency staff.
72. There will be no construction activities that will directly affect access to commercial areas.
73. There is a temporary adverse effect on some landowners during the Project planning phase due to uncertainty as to whether the Project will proceed and the timelines for construction and operation. The overall effect decreases as certainty increases, which will continue to be the case as the Project progresses through the notice of requirement process. Nonetheless, this effect will not be fully mitigated until the necessary land acquisition agreements have been concluded.

ADDRESSING POTENTIAL ADVERSE SOCIAL EFFECTS

74. There are a number of mitigation measures that were recommended in the SIA and have been incorporated into proposed conditions primarily through the CEMP. The measures include:
 - (a) A key mitigation measure is to ensure that good information is available to affected individuals, local community groups in particular schools, recreational users and the general public. A public information strategy should be prepared as part of the consent application. The strategy should identify the various communities of interest and how construction information will be provided. This may take the form of radio advertisements, newspaper publications on a more regional level to establishment of a small local groups of schools, businesses and individuals who are affected by construction and need regular information to minimise disruption to daily lives. Provision has been made in the draft conditions contained in the S42A Report prepared by NPDC regarding Communications and Public Liaison, Complaints and Construction Environmental Management Plan. I support the inclusion of conditions to this effect.

- (b) Development and implementation of relevant construction management plans as referred to in the various specialist reports and evidence. Management plans have been prepared for consideration through the hearing process.
 - (c) A Community Liaison person should be appointed by the Transport Agency for the duration of the construction phase. That person should be the main and readily accessible point of contact at all times for persons affected by the construction and operation of the Project.
 - (d) At all times during construction work, the Transport Agency should maintain a permanent register of any complaints received alleging adverse effects from, or related to, the construction of the Project.
 - (e) Involving local schools and the community in the construction process through regular talks, and engaging schools in the process by providing access to ecologists and other specialists.
75. Overall the project has significant social benefits to the region in terms of way of life, growth and development, and wellbeing. Furthermore, the relatively minor negative social effects on the small local population can be either appropriately avoided, remedied or mitigated.

RESPONSE TO SUBMISSIONS AND SECTION 42A REPORT ON SOCIAL EFFECTS

76. I respond below to social issues raised in submissions on the Project and in the Section 42A Report prepared by NPDC on the Project.

Submissions

77. I have reviewed the submissions from the SH3 Working Party, NZ Automobile Association (Taranaki District), Heavy Haulage Association, Steven Barham, Christine Brown and the 'form' submission from over 1100 parties. These submitters are in support of the Project.⁶ The submitters consider that the positive effects of the Project (for example, improved safety and resilience and journey time and reliability) will contribute to improved social and community effects.
78. The submissions reviewed illustrate an overwhelming desire to see the Mt Messenger project constructed given the significant benefits.
79. I have also reviewed the 20 submissions in opposition. A very small number of those submissions⁷ are concerned about the impacts on directly affected landowners, in particular, land that is needed for the Project. I note that the Public Works Act 1981 addresses the matter of property compensation. However, I acknowledge that such processes can create concern and anxiety.

⁶ As well as 20 other submitters (who did not submit 'form' submissions).

⁷ Submissions from J. Washer, R Newman.

As discussed above, the social impacts on directly affected landowners have been assessed, and mitigation measures have been put in place to address those effects.

NPDC Section 42A Report

80. Paragraphs 243-245 of the NPDC Section 42A Report identify the impacts on the Pascoe Family who have strong linkages to the land. The Section 42A Report also identifies the potential impact on social cohesion on the local community, as it is a small local community who have long-term associations.
81. The Pascoes clearly have a strong affiliation with their land through long association and any loss of land will have an impact on their way of life. I understand that the Pascoes will not be able to remain in their home during construction which will have an adverse effect on their way of life as relocating, even if temporarily, is disruptive and uncertain. Although there is an opportunity to relocate or rebuild their home post-construction, an interim relocation would clearly have an impact. The Transport Agency would need to provide accommodation or otherwise facilitate relocation.
82. If the home were to be returned to the same position, the operational noise effect is considered by Mr Ellerson as minor. Any amenity of relocation could be mitigated by landscape planting.
83. If the Pascoes' home is relocated or rebuilt, they will return to the land and any social cohesion effects would be temporary.

Wendy Turvey

25 May 2018

APPENDIX 1

SOCIAL IMPACT ASSESSMENT METHODOLOGY STEPS

1. The following are the key steps to the methodology adopted for the Project:

| | | |
|--------|---|--|
| Step 1 | Scope, context and baseline | What is proposed Study areas (geographical) |
| Step 2 | Information review and data gathering | Technical reports Research Other |
| Step 3 | Engagement | Stakeholder and public engagement |
| Step 4 | Impact identification | Nature of likely socio-economic effects |
| Step 5 | Assessment of effects | Scale, extent, distribution, duration of effects |
| Step 6 | Design mitigation | Development of mitigation |
| Step 7 | Management plan/communication strategy/monitoring | Implementation requirements |

2. More specifically the tasks included:

- (a) Review the Project and discuss it with others on the Project team to gain an understanding of the proposal, its effects and the consequent drivers of change.
- (b) Develop a framework for assessing potential social effects and their severity; define the scope of the assessment and the potentially affected communities.
- (c) An information review, including Venture Taranaki and economic development reports; project documentation; and relevant statutory and strategic documents relevant to the Project.
- (d) Profile the community of interest / affected community to establish the existing social baseline environment.
- (e) Review the outcomes of general community engagement from a social perspective.
- (f) Carry out face-to-face consultation with key stakeholders for the social assessment, particularly those groups and entities considered too vulnerable or where the potential for adverse effects particularly from a social perspective has been identified.
- (g) Undertake an online targeted survey to obtain detailed information about significant locations and activities that are linked to the Mt Messenger route (current and proposed); identify what the significant locations and activities mean for people's way of life, networks, ability to connect

across the region, engagement with places of cultural significance, and so on; describe the values associated with those activities; and identify the potential changes to locations and activities that could be expected.

- (h) Integrate specialist assessments included in other technical assessments where the issues overlap with the scope of this social assessment.
- (i) Assess the social effects of the proposal, and their magnitude, based on the information received from the Project team and the community and stakeholders.
- (j) Identify potential mitigation options to ensure that any adverse effects assessed can be avoided, remedied or mitigated.