

An aerial photograph of a coastal town and harbor. In the foreground, a large body of water is filled with many white birds. A ferry boat is moving across the water, leaving a white wake. In the middle ground, there is a marina with many boats docked, and a large building complex on a small island. The background features a large, forested mountain under a clear blue sky.

Marlborough Sounds Future Access Study Engagement Summary Report

PREPARED FOR MARLBOROUGH DISTRICT COUNCIL | JULY 2023

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1 Purpose of this report

The Marlborough Sounds Future Access Study is looking to provide long-term access certainty for residents, homeowners and businesses in the storm affected areas of the Sounds. This document summarises discussions with Marlborough stakeholders, ratepayers and residents after the Emerging Preferred Options (EPO) and Hazard Adaptation Pathways (HAP) were prepared for Marlborough District Council (MDC) and put forward for public engagement. The five storm-damaged areas of the Sounds being considered in this study are:

- Rai Valley to Te Aumiti/French Pass
- Te Hoiere/Pelorus
- Queen Charlotte
- Kenepuru
- Te Whanganui/Port Underwood

The information gathered will be used in the Programme Business Case (PBC) being prepared for MDC approval before it is issued to Waka Kotahi for endorsement and funding consideration. To date all stakeholder engagement has been tracked in the Stakeholder Registry.

Appendix A: Stakeholder registry

1.1 Previous engagement

After the January stakeholder workshop, six public engagement meetings and one Zoom webinar were held from 31 January and 8 February 2023. In total, well over 500 people attended the public events that were held across the Sounds. The events outlined the project objectives, gave an update on the latest information on the study and expected timelines. The participants were encouraged to be involved through active participation during the surveys, public events, feedback channels and to sign up to receive further information by email.

The main survey was available electronically on the Marlborough District Council (MDC) website from 31 January to 22 February 2023. A total of 919 surveys were completed during this period. The survey was delivered online and promoted through multiple channels that directed people to the website, phone helpline and designated email address to collate feedback.

1.2 Mana whenua engagement

MDC recognises tangata whenua as having the role of kaitiakitanga of Marlborough's coastal environment. Iwi have been invited to attend all stakeholder workshops and public drop-in sessions. They have been made aware of the survey and the importance of their contribution.

Two separate hui have been scheduled. The first was held 14 March and the second - the General Manager forum - will be held in August 2023. The GM forum will consist of the eight manawhenua iwi at which time the Study will be discussed in further detail. The hui and forum engagement will ensure the feedback is properly considered in the business case. We have been advised that iwi engagement for this early stage is not as impactful as when the project progresses through to the next stages where Iwi would want to be more involved.

The iwi partners are:

- Te Atiawa o Te Waka-a-Māui
- Te Rūnanga a Rangitāne o Wairau
- Ngāti Toa Rangatira Ki Wairau
- Ngāti Apa Ki Te Rā Tō
- Te Rūnanga o Ngāti Kuia
- Ngāti Kōata
- Te Rūnanga o Ngāti Rārua
- Te Rūnanga o Kaikōura



2 Workshops

A stakeholder workshop was held on Tuesday, 20 June from 1 – 3 pm at the Lansdowne Sports Hub in Blenheim. It was by invitation only and attended by approximately 32 key stakeholders and partners.



Figure 1: Blenheim workshop

Representation/invitees included various Sounds businesses, representatives from emergency services, community associations, central government, Waka Kotahi, mana whenua and MDC.

The purpose of the workshop was to present all options, while identifying the EPO and HAP options along with the underlying technical information that have helped shape these options. A reading package was sent prior for participants to review and prepare any questions. The pre-reading package included a presentation and two booklets.

Invited key stakeholders/partners were also participants in the first workshop that took place back in January 2023, and were asked to provide follow-up feedback on the options and the technical information that was used to help validate the work prior for consideration in the final PBC. The completed PBC will be presented to MDC and Waka Kotahi as part of the decision-making process.

Links to the presentation, videos and booklets can be found under the Collateral section of this report.

For the list of attendees go to Appendix A: Stakeholder Registry – Stakeholder workshop sheet.

3 Collateral

New collateral was developed for the second phase of engagement that included a presentation used for the workshop and media briefing, two videos, two booklets, a poster series, FAQs, and newsletters. The website was updated accordingly as were all other channels used to disseminate information.



Figure 2: Collateral design

3.1 Stakeholder presentation

A PowerPoint presentation was prepared for the workshop and media briefing to provide a comprehensive overview of the Study and ensure participants had adequate information to ask informed questions and learned conversation.

Link to presentation: [20 June 2023 Stakeholder Presentation \(PDF, 2.4MB\)](#)

3.2 Videos

An introductory video was produced featuring the Mayor of Marlborough Nadine Taylor and Strategic Planning and Economic Development Manager Neil Henry. In this video the mayor set the scene as to what the Marlborough Sounds Future Access Study was all about and the importance for people to participate in developing a future-proofed transport system that would work for them.

The second video was separated into five parts so people could review the area most important to them. It explained how and why the study has arrived at an EPO for each of the five areas. It also explained what a longer term, HAP for each of the five areas could look like. The estimated cost of the repairs for the five EPOs is \$160 million. This video was played on a loop at each of the drop-in sessions and the Zoom webinar.

The videos were posted to the website and Facebook. The introductory video reach was 5,370 with 914 engagements on Facebook. The second video reach was 4,734 with 1,229 engagements.

Link to videos: [Engagement Videos - Marlborough District Council](#)

3.3 Booklets

Two booklets were developed, and 1000 printed copies of each and made available at each of the drop-in sessions. In addition, people could pick up copies at council offices in both Blenheim and Picton, and the Havelock Charity shop.



Figure 3: Courtney McCrostie explains the options

The Marlborough Sounds Future Access Study considered 28 options across the five storm-damaged areas of the Sounds. From the 28 options considered, five have been identified as the EPO options and five as the HAP.

The main booklet called the **Engagement Document** was developed to assist people to further understand the depth of issues and potential solutions. It also acted as a reference when completing the survey. It included information on:

- The emerging preferred options
- The hazard adaptation pathways
- Financial and rating implications
- The study background and evidence.

This booklet included 10 maps that provided detail to the EPO and HAP for each of the five areas.

The second booklet called the **Other Options Booklet** showed all the options. It consisted of 18 maps of the other possibilities that were not chosen as an EPO or HAP for various reasons outlined further in the booklets. People were encouraged to use both documents as reference when learning about what was being proposed and when filling in the survey.

Link to booklets: [Engagement Documents - Marlborough District Council](#)

3.4 Posters

There were 11 wall and table map posters produced showing each areas EPO and the HAP.



Figure 4: Discussion at the Rai Valley meeting

Eight tabletop maps and posters explaining rating implications and slope instability were provided. People were encouraged to put sticky notes with comments or questions on each map. All the poster images were included in the booklets.

For each of the drop-in session's large posters of the impacted areas and the maps of the EPO and HAP for each area were placed around the room. A main poster showing all EPO maps was also provided so people could see the entire area's EPO network. Additional paper copies were placed on tables and people were asked to move around and review the various options. Sticky notes were provided so they could add comments or ask questions. All of the sticky notes were collected, and the questions and comments recorded for input into the FAQs.

3.5 FAQs

During the drop-in sessions several questions came up that needed some clarification. A set of FAQs were posted after the last drop-in session and addressed more specific questions that had arisen during the engagement that would have been of interest to a broader audience.

[Engagement frequently asked questions](#)

3.6 Newsletter

Three existing newsletters were used to share information – Marlborough Roading Recovery Newsletter, MDC Recovery Updates, and the Marlborough Sounds Future Access Study which has developed a contact list of 491 subscribers. Distribution of these newsletters was weekly or fortnightly.

[Link to MDC recovery updates](#)

3.7 Website

The project pages on the MDC website are regularly updated with current information on the study and key project milestones. During the engagement phase, the site hosted the engagement booklets, area maps, videos, FAQs, links to the survey, sign up for the newsletter, news on public consultations dates and times and links to technical reports.

It encouraged people to fill out the survey and use the designated email address to provide feedback. The email address is managed by MDC and all feedback is directed to the Communications and Engagement team for response as required.

[Link to main project page](#)

Link to engagement section: [2023 Public Engagement Overview - MSFAS - Marlborough District Council](#)

3.8 Feedback channels

For the second engagement period from March – July 2023, over 260 questions, comments and suggestions have been tracked from the drop-in sessions and emails.

All the information that was relevant to the options was collected, collated and entered into the website, FAQs, newsletters and as applicable, consideration for the business case to ensure all voices were heard and responses were accounted for. All feedback received has been shared with MDC for response or consideration.

Email address - soundsfutureaccess@marlborough.govt.nz

3.9 Ratepayer letter

On 9 June, a ratepayer letter was sent to 4,264 properties.

The letter outlined that MDC and Stantec were seeking the public's views on a number of transport options evaluated as part of the study, in particular the EPO and HAP options for each of the five storm-damaged areas of the Sounds. Ratepayers were encouraged to complete the survey and provide feedback to gain a full understanding of issues, concerns and potential solutions.

Appendix B: Ratepayer letter

3.10 Facebook and Antenno

Both Facebook and Antenno were used to promote the drop-in sessions, Zoom webinar and the importance for people to fill out the survey. There were six Facebook posts made during the course of the engagement period. Six Antenno alerts were posted to run consecutively throughout the entire engagement period.



4 Media

Media coverage for the second round of engagement started 25 May with a release. To date 15 stories have been printed or aired. Coverage has been national in reach and started on the 19 May.

See Appendix A – Stakeholder registry - Media sheet

4.1 Briefing

Prior to launching the workshops and public engagement drop-in sessions, local and national media were briefed on Friday 16 June. Eight representatives from print and broadcast media attended. TV One covered the story that night on the evening news.



Figure 5: Attendance at the briefing

A pre-reading package was provided in advance of the media briefing under a 24-hour embargo to allow them to be able to ask informed questions. It included a booklet of all preferred options, a second booklet that provided details on the other options that were considered but not selected for various reasons, and a media release. Links to the materials provided can be found in the Collateral section of this report.

All documents were made publicly available following the media briefing at midday Friday 16 June via MDC channels.

4.2 Media releases

Four media releases were issued to inform the public about key project milestones. These included:

- 18 May - Engagement on options for future Marlborough Sounds transport network to start on 20 June.
- 16 June - Marlborough Sounds' transport options released for public feedback.
- 5 July - One week left to have your say on Sounds' future transport survey.
- 12 July - Marlborough-wide engagement on Sounds' transport network delivers over 1700 responses.

4.3 Advertising

MDC placed three paid advertisements prior to and during the public events, in local media as a supplementary call-to-action for the survey. The last advertisement coincided with a final push before the deadline for survey submissions.

5 Public engagement

From 16 to 28 June, approximately 500 people participated in the public engagement sessions. These were comprised of seven public drop-in sessions held in various locations across the Sounds, Blenheim, Picton and Nelson, and one Zoom webinar (52 participants). Over 261 questions were tracked and responded to either directly or through information provided in the FAQs, website, newsletters, survey helpline and other channels.

A summary of the drop-in sessions feedback received can be viewed in Appendix C.

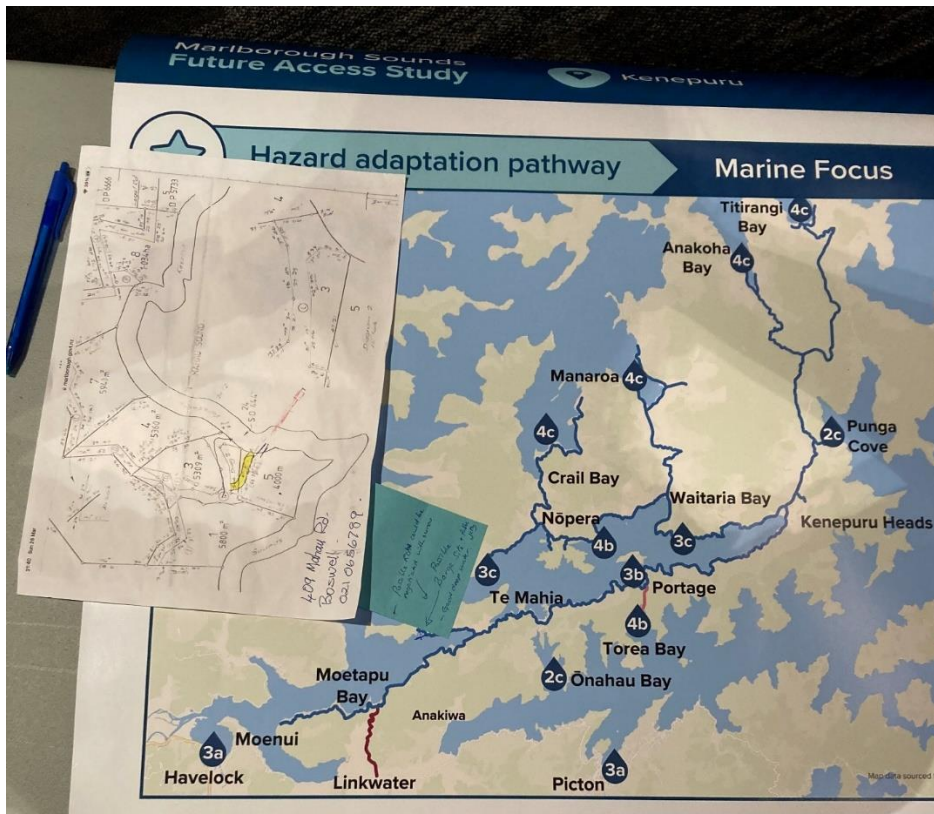


Figure 6: Kenepuru map for the HAP option

The intention was to provide a variety of locations, dates and times to ensure all who wanted to participate could do so. In addition, consideration was given to engaging with people beyond the Sounds as decisions could also impact the wider Marlborough community.

The drop-in sessions' format allowed for attendees to walk through the venue, while reviewing the maps of the affected areas, which were posted on the walls and placed on tables. This format enabled open conversations and a more relaxed atmosphere, which was important as the information being provided was quite sensitive and personal for the attendees. Facilitators from MDC and the technical team made themselves available to answer questions and encourage people to write down their thoughts or ideas on sticky notes or add their feedback to the survey. There were also other partners including Waka Kotahi present.

Appendix C: Drop in feedback

5.1 Blenheim

On Tuesday 20 June, from 5:00– 7:00 pm, approximately 48 people attended.



Figure 7: Blenheim public event

5.1.1 Summary of conversations

- The project team attending this session considered it to have been a very good meeting.
- Many conversations were Kenepuru focused.
- People were very happy the road was going to be repaired/ maintained.
- There was some discussion around speed limit reductions.
- There was a suggestion that local crews should also be considered for hire for road maintenance.
- People were happy to have single lane/unsealed sections, as long as they have a road.
- There was some confusion about the HAP vs EPO. It was explained that the HAP is a journey – a series of steps. The EPO is what is proposed now. The EPO was also outlined in the booklet that had been provided.
- There were some questions around why Portage to the Heads will get essential repairs only, when the rest of the road is targeted improvements.
- It was explained that while the section between the Mahau turn off and Portage has a similar percentage of the road length highly susceptible to natural slope instability as the section between Portage and the Heads, the section before Portage is a higher classification of road under the ONRC and ONF.
- There was some discussion around feasibility of the marine hub locations and what would be provided at each level.
- People from Duncan Bay (French Pass) seemed happy with the presented proposed options.
- There were some questions about the marine hub upgrades in Double Bay.

5.2 Waitaria Bay

On Wednesday 21 June, from 10:00 am – 12:00 pm, approximately 80 people attended.



Figure 8: Water taxi to the public event

MDC arranged for a water taxi to pick up (and return) people from Portage and take them to the venue in Waitaria Bay. There were approximately 20 people who took advantage of the water taxi. This was to ensure people could have access to attend without needing to use the road.



Figure 9: Waitaria Bay public event

5.2.1 Summary of conversations

- People like the drop-in/conversation format used.
- Positive comments around the repair work that has been done to date.
- Passenger ferry services and water taxis need to be reliable and more regular from multiple locations.
- Waitaria Bay wharf needs investment (a walkway out to a floating jetty) and repairs because if it is damaged, people would have no access.

- There was a request to extend the carpark at Punga Cove.
- Torea Road boat access needs to be upgraded.
- The road from Kenepuru Heads to Torea Road is the essential link and should not be relegated to accommodate this protect.
- A common question was: Why was Portage to the Heads essential repairs only, and not targeted improvements?
 - It was explained that while the section between the Mahau turn off and Portage has a similar percentage of the road length highly susceptible to natural slope instability as the section between Portage and the Heads, the section before Portage is a higher classification of road under the ONRC and ONF.
- Most people at this session accepted there would be possible rate increases.
- There were several questions around whether stock trucks and trailers would be able to use the road. The response was:
 - In any instance where we say there may be length restrictions, most vehicles longer than the length restrictions would be able to get through but are not able to remain in their own lane, there is also going to be more single lane sections. It is likely they will require a pilot vehicle. There is also likely to be weight restrictions on some sections of road.

5.3 French Pass

On Thursday 22 June from 10:00 am – 12:00 pm, approximately 10 people attended.



Figure 10: French Pass public event

5.3.1 Summary of conversations

- Generally, people seemed happy with the EPO.
- There was some discussion on the possibility of charging non-locals to use the road. It was explained that MDC doesn't have the power to do this, but Central Government does.
- One question that came up several times at this drop-in session was: What does targeted improvements mean?
 - Improvements are focused on improving resilience of the transport system.
 - Targeted improvements are targeting investment in improvements where there is a good return on investment in doing so. For example, if there is a large instability issue, a small, localised improvement is unlikely to improve the resilience of that area.

5.4 Linkwater

On Friday 23 June, from 2:00 pm – 4:00 pm, approximately 120 people attended.





Figure 11: Linkwater public event

5.4.1 Summary of conversations

- Many people were interested in knowing more about the impact on their rates and how all the repairs and suggested options would be paid for.
- People from Moetapu Bay were generally quite concerned, but overall, everyone seemed reasonably on board with the EPO.
- Moetapu Bay residents also voiced their concern about access for emergency services and fire engines if roads were inaccessible or not maintained, especially during summer.
- **Would a fire engine be able to access properties on Moetapu Bay road if road is not replaced?**
 - The strategy is to repair the road. All essential services will have access in this case.
 - If the HAP is implemented this will likely be as a result of a significant event and an extended period without full road access should be expected. In this instance essential services may need to be provided via water access. This will need to be worked through as part of the HAP planning. The current proposal is the reinstatement of roads, improved risk mitigation and response planning.
- People were interested in the marine infrastructure and thought it needed to be made so people could easily set up/ install private marine access going forward.
- People felt that improvements were needed at Havelock, and the Waitaria Bay wharf needed to be fixed.
- There was a suggestion to make Waitaria a local marine hub.
- People on Queen Charlotte Drive seemed happy with the session and information provided.
- It was raised that Marine Focus would not work for those who did not live close to the water.
- Road safety concerns were raised, and it was noted that the repairs needed to be emphasised as a priority.

5.5 Zoom Online

On Monday 26 June, from 5:30 pm – 7:00 pm, approximately 52 people attended and roughly 53 questions and comments were responded to.

The Zoom webinar was led by Council with Stantec technical experts available to answer questions. The session included a brief overview of the drop-in sessions to date, an overview of the importance of their contribution and filling out the survey. The video that outlines all the options was shown and questions taken afterwards. All questions asked during the session were answered within the session. The session was recorded, and the link is below.

5.5.1 Comment:

Thank you to Council and Stantec representatives for arranging this webinar, staying late and answering our Qs :)

[Link to recording](#)

5.6 Rai Valley

On Tuesday 27 June, from 10:00 am – 12:00 pm, approximately 60 people attended.



Figure 12: Rai Valley public event

5.6.1 Summary of conversations

- Road maintenance was a key topic of several conversations.
- Maintenance (or lack thereof) came through strongly.
- A suggestion came in that the culverts should be numbered.
- It was noted that there was no mechanism to charge aquaculture trucks for using the roads.
- Generally, people seemed on board with the EPO.

5.7 Nelson

On Tuesday 27 June, from 3:00 pm – 5:00 pm, approximately 80 people attended.



Figure 13: Nelson public event

5.7.1 Summary of conversations

- The need for maintenance came through strongly again.
- Most people were satisfied with the EPO.
- Some suggestions about adding a local marine hub at Te Mahia.
- Lots of comments on the safety of some of the roads in French Pass, particularly the road out to Port Ligar.
 - There was a request for better delineation through edge marker posts, barrier or something similar.
- Several questions were around vehicle restrictions.
- ***When there are length restrictions on vehicles does that mean no access for stock trucks or other longer trucks?***
 - In any instance where we say there may be length restrictions, most vehicles longer than the length restrictions would be able to get through but are not able to remain in their own lane, there is also going to be more single lane sections. It is likely they will require a pilot vehicle. There is also likely to be weight restrictions on some sections of road.

5.8 Picton

On Wednesday 28 June 12:00 pm – 2:00 pm, approximately 50 people attended.



Figure 14: Picton public event

5.8.1 Summary of conversations

- Several people had questions about targeted rates and funding.
- There were conversations around restricting logging vehicles.
- There was some discussion around final location of the proposed new marine hub under HAP and some people thought this would be needed sooner rather than later.
- Generally, people seemed onboard with the EPO.

6 Survey

The online survey was available on the website from midday 16 June to 5:00 pm 11 July 2023. A total of 1742 surveys were completed in which there were 719 open-ended responses received, 43 written submissions provided to MDC. All of which were read, tracked and included in the evaluation for consideration in the PBC. The open-ended questions and written submissions can be reviewed in the appendices.



Figure 15: Design of online promotion

The first three questions were general with the third being the one that directed people to the specific area they would want to respond to. People could respond to one study area or all, or they had the option to go straight to the rates section. All questions for each area were the same. The last four questions were about the impacts on rates and the last question was open-ended asking if they had anything further to add.

Appendix D: Survey questions

6.1 Results

The open-ended question was the last one in the survey where respondents were asked if there was anything further on which they would like to elaborate. The themes that ranked the highest were where people felt they wanted to provide further information were roads, rates marine access and toll/user pays.

- 332 - respondents elaborated on road infrastructure, access and maintenance requirements. There were comments around using local contractors and sourcing local dump sites. There were several comments around heavy vehicles using the roads including how to have more restriction on forestry/aquaculture businesses.
- 276 – on impacts to rates.
- 146 - on marine infrastructure/marine access/maintenance. There were suggestions for additional local marine hubs, and concerns raised around the existing limited capacity at Havelock. Several comments were made around moving to HAP more rapidly.
- 130 - on tolls. How heavy vehicles users and forestry/aquaculture businesses can contribute to road maintenance.

These comments provided personal impact statements, ideas, and concerns that will be reflected in the PBC. In addition, for each of the areas the key themes have been categorised and the information that was gathered will provide for refinement of the EPO and HAP in most areas. These refinements will be worthy of discussion with MDC and Waka Kotahi once the economic assessment have been done alongside a deeper analysis of the community feedback.

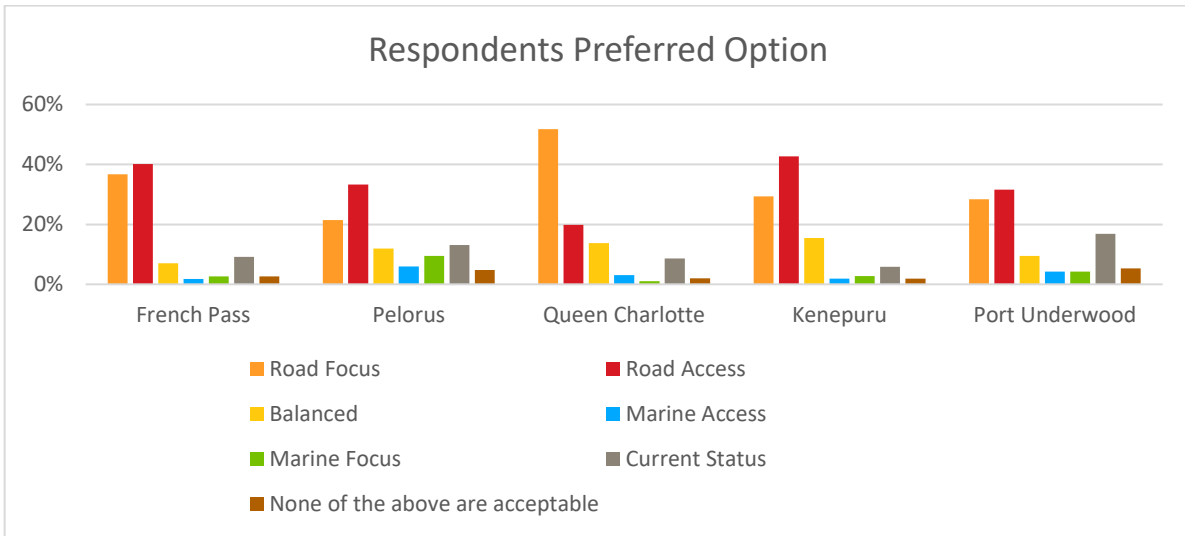


Figure 16: Respondents Preferred Option for all areas

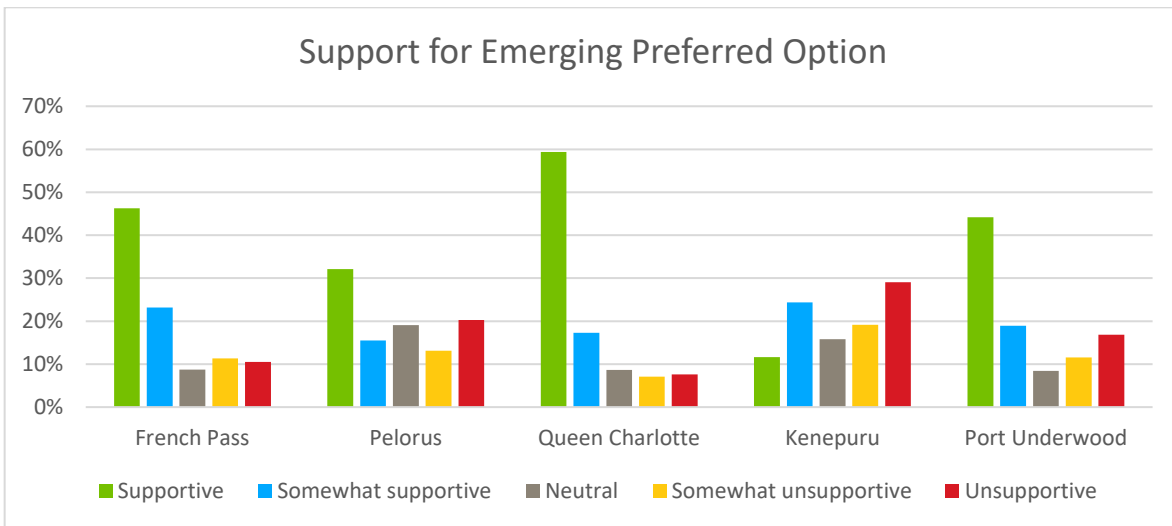


Figure 17: Emerging Preferred Option for all areas

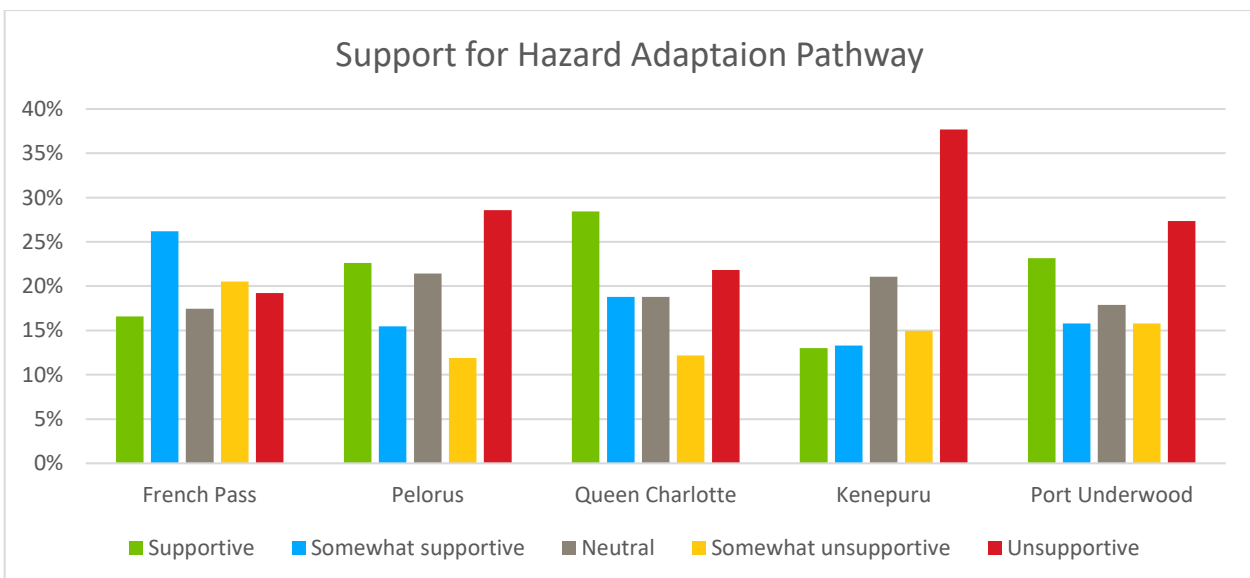


Figure 18: Hazard Adaptaion Pathway for all areas

6.2 Additional key comment themes per area:

French Pass

- Improving the safety of Port Ligar Road (delineation, EMPs, etc).
- Improving the fuel pump and boat ramp at Elaine Bay.

Pelorus

- There was considerable mention of Te Araroa walkers and to ensure they are considered.
- A few requests to seal the remainder of the road.

Queen Charlotte

- There were mentions of Te Araroa walkers and Link Pathway users and to ensure they are considered in the PBC.
- There were requests for a jetty at Moenui under the HAP.
- Concerns were identified regarding the existing lack of mooring/ berthing space at Havelock.

Kenepuru

- The bulk of comments on requests for the Road Access option to be progressed for the Kenepuru area, or that the section of road between Portage and the Heads be increased from 'essential repairs' to 'targeted improvements.'
- Conversely some respondents believed that Kenepuru should move to more marine focused transport options now, with the road only maintained between Linkwater and Portage.
- There were many requests for Moetapu Bay Road to be increased from 'essential repairs' to "targeted Improvements" (at least for the section between Kenepuru Rd and the jetty). There were a similar number of requests about including Moetapu Bay as a local marine hub.
- Regarding marine infrastructure, there was an approximate 50/50 split on support/ opposition of marine hubs particularly Torea and the proposed new arterial hub around Goulter Bay. Some suggestions were a marine hub at Broughton Bay would be better than the Torea option.
- It was suggested that additional local marine hubs or improvements to existing infrastructure be considered at:
 - Mahau Sound - ensure they are able to access the Moetapu jetty
 - Nopera
 - Waitaria
 - Te Mahia.

Port Underwood

- The need to control wilding pines.
- There was a request that some of funding requirement comes from Transpower and other utilities services for cable access.
- The impacts of logging trucks and other large vehicles crossing the lane and damaging roads was mentioned several times.

Appendix E: Survey results

Appendix F: Written submissions

The raw results are available upon request.

6.3 Helpline

To date, eight people have called the survey help line.

People could call 03 520 7400 if they needed help with the survey or if they had any questions. One person requested a printed version, and it was provided.

Appendix G – Calls summary



Appendices



Appendices

NOTE: All appendices have been saved to the Stantec One Drive. Please immediately download this report and appendices to an MDC folder.

Appendix A: Stakeholder register

Appendix B: Ratepayer letter

Appendix C: Drop-in feedback

Appendix D: Survey questions

Appendix E: Survey results

Appendix F: Written submissions

Appendix G: Calls summary



DESIGN WITH COMMUNITY IN MIND

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of place and of belonging. That's why at Stantec, we always design with community in mind.

We care about the communities we serve—because they're our communities too. This allows us to assess what's needed and connect our expertise, to appreciate nuances and envision what's never been considered, to bring together diverse perspectives so we can collaborate toward a shared success.

We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

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