

Under the Resource Management Act 1991
In the matter of Notices of Requirement to enable the construction, operation and
maintenance of the City Rail Link

Between

Auckland Transport

Requiring Authority

and

Auckland Council

Consent Authority

Statement of Evidence of Aimee Kathleen Barwick

Qualifications and Experience

1. My full name is Aimee Kathleen Barwick.
2. I am the Planning Integration Manager in the Property and Planning Unit of the Capital Development Division at Auckland Transport. In this role I oversee all of Auckland Transport's Notices of Requirement (NoR) and designation activity.
3. I am a qualified planner with a Masters Degree in Resource and Environmental Planning (Honours) from Massey University and I have extensive experience across the disciplines of land use and transport planning. Details of my qualifications and experience are attached (Appendix 1).
4. I am familiar with the physical environment within which the City Rail Link (CRL) is proposed to be developed including the Project location, track alignment and the site specific locations for each proposed station.
5. I have walked the proposed route with a range of stakeholders including New Zealand Historic Places Trust (NZHPT), mana whenua representatives, both Auckland Transport's and Auckland Council's Technical Experts and had a number of specific site visits with the CRL project team.
1. I am authorised by Auckland Transport to give this statement of evidence on behalf of Auckland Transport.

Scope of Evidence

6. My evidence will address the following:
 - (a) Background and my role in the Project;
 - (b) Why Auckland Transport chose to designate CRL;
 - (c) Explain the Environmental Management Framework adopted for delivery of the CRL; and

- (d) Outline consultation and communication undertaken to date.

Background and my role in the Project

- 7. I was seconded from Auckland Transport's Strategy and Planning department to the CRL project in October 2011 to assist and advise on the preparation of the CRL NoR for Auckland Transport.
- 8. In November 2012 I was appointed into the role of Planning Integration Manager in the Property and Planning Unit within Capital Development.
- 9. With regard to the CRL project I have the overall responsibility for leading the CRL NoR Workstream. This includes managing a team of internal planners and all of the technical experts for the delivery of the CRL NoR.
- 10. The NoR workstream was established with the purpose of securing a designation for future construction, operation and maintenance of the CRL.
- 11. My responsibility for this workstream includes:
 - (a) Integrating engineering, technical, planning and property considerations for the lodgement of the NoR;
 - (b) Regular reporting to the workstream project managers and the Project Director;
 - (c) Liaising with key stakeholders where relevant to the NoR;
 - (d) Procurement and management of technical experts and overseeing the preparation and lodgement of the NoR with Auckland Council;
 - (e) Managing responses to Section 92 requests from Auckland Council; and
 - (f) Managing responses to public submissions and attending meetings with submitters.

Why Auckland Transport chose to designate

12. On 23 August 2013, Auckland Transport lodged six NoR with Auckland Council for the construction, operation and maintenance of the CRL.
13. As the Requiring Authority responsible for the operation of passenger rail systems in Auckland, Auckland Transport considered designating land for the purpose of CRL was the most appropriate planning method to enable the construction operation and maintenance of the CRL given its scale and complexity.
14. The designation will ensure that land required for the CRL is clearly delineated in the Auckland District Plan (Central Area and Isthmus Sections). This will provide landowners and local communities with certainty as to the nature and location of the Project. The designation will also protect the land required for the Project from development that would prevent or hinder the construction of the CRL.
15. Auckland Transport is seeking a 20 year lapse date for the designation due to the complexities related to designing underground rail tunnels and the timeframe associated with the land acquisition and physical construction to commission the tunnels for opening. This will be addressed further in the evidence of Mr Bryce Julyan, Ms Fiona Blight and Mr William Newns.

Environmental Management Framework adopted for delivery of the CRL

16. Auckland Transport established an Environmental Management Framework (EMF)¹ for the CRL to provide a consistent and integrated approach to addressing environmental management throughout the Project's lifecycle.
17. The EMF is underpinned by an adaptive environmental management approach consistent with Auckland Transport's environmental and sustainability practice.

¹ Refer to Appendix 1 Volume 3 Part 1 Technical Reports (suite of NoR Documentation).

18. The EMF² comprises of a hierarchy of documents which allocate different responsibilities to Auckland Transport as the Principal, the Designer (Concept, Preliminary and Detailed Designers)³ and the Contractor⁴.
19. As the Principal, Auckland Transport is responsible for the preparation of the Environmental Management Plan (EMP) Communications Plan and Operational Compliance Plan (OCP).
20. The framework recognises the scale and complexity of the CRL and acknowledges that throughout the Project delivery there will be on-going technical investigations, further refinement of the design and construction methodology, improvements in technology and contractor innovation all of which will enable a better understanding and more certainty about the nature and scale of the adverse environmental effects associated with the Project.
21. The EMF also provides for the proactive identification of mechanisms and methods for the mitigation of actual and potential adverse effects related to the Project including addressing unknown or uncertain effects that will not be fully understood until later stages of the Project delivery. The intention is that the adaptive management process will enable parties to agree in advance the best solutions to manage or mitigate these effects as they arise.
22. The EMP is part of the Project delivery framework and governs all phases and functions, from design and construction through to operation of the CRL. The EMP will also evidence all critical decision points related to specific performance-based objectives, design standards and design criteria.

² As shown in the diagram titled City Rail Link Environmental Management Framework attached as Appendix 2.

³ This could be a different designer at each of the phases depending on how they are contracted.

⁴ Refer to Appendix 2.

23. The CEMP is the primary plan to achieve the purpose of the Resource Management Act 1991 (the RMA). The preparation of the CEMP will be the responsibility of the Contractor and will detail how the Contractor will give effect to the statutory authorisation including the designation and consent conditions, as well as any additional specific performance-based objectives identified in the EMP.
24. The CEMP will also describe how the environmental parameters outlined in the proposed NoR conditions will be met. The CEMP will be provided to Auckland Council as part of the Outline Plan process. The role of CEMP and subsequent supporting technical plans are addressed in more detail in Mr Julyan's and Ms Blight's evidence.
25. The Communications Plan as outlined in the EMF and in the NoR conditions will address on-going affected party, stakeholder and wider community communications and engagement throughout the Project lifecycle. This is discussed in more detail below and in Ms Blight's evidence.
26. The OCP identifies the operational requirements and maintenance regimes for the physical assets and service-based delivery aspects of the CRL. The OCP will be drafted and further developed throughout the design and construction phases. Relevant elements of the design and construction will be translated into the OCP to reflect the operational and maintenance requirements for CRL.
27. The OCP will be supported by the Owner's Manual which is the responsibility of the Designer and will be drafted during the different phases of design. The Owner's Manual will provide an end product that serves as a central document, incorporating as built information, any third party agreements and on-going maintenance requirements.
28. The Designer will also be responsible for establishing design specifications from a technical perspective and developing the Design Management Plan (DMP).
29. The DMP is a tool to check the design and construction requirements against the EMP, the statutory authorisations and the specific

performance-based objectives outlined before progressing construction works .

Consultation and Communications

30. The Communication Workstream has an important role through the Project lifecycle. To date in the preparation of the NoR, the NoR and Communication Workstreams have worked closely to convey priority information to directly affected landowners, occupiers and key stakeholders to ensure they are fully informed with regards to the Project.
31. Prior to lodging the NoR Auckland Transport committed to engaging directly with the affected land owners to provide them with the opportunity to raise their concerns about the Project and how it would affect them.
32. Auckland Transport adopted two key consultation principles for CRL⁵:
- (a) Affected landowners, key stakeholders and other parties have a right to express their views and concerns about a project that has the potential to affect them; and*
- (b) Affected landowners, key stakeholders and other parties have a right to expect that their views and concerns will be considered in Project decisions.*
33. More than seventy individual land owner meetings (as requested by the landowners), and three group meetings, were held with the directly affected landowners⁶. The purpose of these meetings was to provide Auckland Transport with a comprehensive understanding of how the Project impacted on directly affected parties and to establish a relationship at an early stage of the Project particularly where properties were required to give effect to the Project.

⁵ Refer to Appendix 5 Volume 2 Assessment of Environmental Effects (suite of NoR Documentation)

⁶ I attended some of these meetings which were divided among the Project Team.

34. During public notification three open days were held in the vicinity of the three proposed stations. In total three hundred and fifty people took the opportunity to attend the open days. A range of technical, property and planning information was made available. I attended the second Open Day which was held on Saturday 2 March 2013 at the Chinese Community Centre located at 1 New North Road, Eden Terrace. The general feedback received about the Project was very positive with most concerns limited to the construction effects of the Project. Questions raised on the day that could not be responded to were recorded with the persons contact details and they were followed up with and responded to by the CRL Communications Manager post the Open Day.
35. The detail of the consultation and communication undertaken prior to lodgement of the NoR is recorded within Appendix 5 of the Assessment of Environmental Effects (AEE). On-going communications and consultation will continue throughout the Project as outlined in the EMF and is further supported by the proposed conditions.
36. The purpose of my evidence in relation to consultation and communication is to provide some additional context to the specific engagement with directly affected parties, NZHPT and mana whenua.
37. Early engagement with the NZHPT, the Auckland Council Heritage Advisory Panel , and mana whenua representatives⁷ provided Auckland Transport with the opportunity to incorporate feedback into the development of both the Concept Design Report and the NoR application, including proposed conditions.
38. Formal engagement with NZHPT began early in February 2012 and a further four meetings and one site walkover were held between March and July 2012.
39. The engagement with NZHPT was expanded to include Auckland Council's Heritage Department to establish an integrated approach in addressing issues or concerns relating to heritage as a result of the

⁷ Refer to Appendix 5 Volume 2 Assessment of Environmental Effects (suite of NoR Documentation)

Project. This integrated approach included consideration of the potential for adaptive reuse of heritage buildings affected by the design. This will be further discussed in the evidence of Mr John Fellows, Mr Bruce Petry and Ms Blight.

40. Following the public notification of the NoR Auckland Transport followed up with NZHPT to determine if they required any clarification with regard to the lodged NoR documentation. I understand this was not required at that time.
41. Following receipt of the NZHPT submission we met with NZHPT, Auckland Council's processing team and heritage expert to discuss NZHPT's submission and a framework approach to provide the most appropriate technique for protecting the Bluestone Wall during construction⁸. The detail of this is addressed further in the evidence of Mr Newns, Mr Petry and Ms Blight.
42. The overall feedback from NZHPT has been positive and they have advised that they have appreciated early and on-going engagement throughout the Project to date.
43. Engagement with mana whenua has been an important element of the Consultation and Communications Plan for CRL from a number of perspectives, including the preparation of the Cultural Values Assessment (CVA) supported by individual Maori Value Assessments (MVA) and in developing the mana whenua Principles outlined in the Urban Design Framework⁹.
44. Auckland Transport is committed to ongoing engagement with mana whenua which will continue through the establishment of a mana whenua forum for the Project as outlined in the proposed conditions.

⁸ 24th June 2013

⁹ Refer to Appendix 9 Volume 3 (suite of NoR Documentation)

Consultation and Communication post submission period

45. At the close of the submission period Auckland Transport sent out letters to submitters¹⁰, acknowledging and thanking them for their submissions and outlining the next phases of the statutory process.
46. Once all the submissions had been reviewed, Auckland Transport arranged to meet with submitters who wished to be heard. The purpose of the meetings was to address the matters raised in the submissions, to provide a project overview and clarify any questions. Individuals and organisations, including body corporates, were invited to meetings. Most of those contacted were happy to meet with members of the Project team
47. This was a very valuable exercise as the understanding of the Project varied significantly among the submitters and having the opportunity to discuss concerns, issues and/or answer questions enabled a more thorough understanding for all parties involved. It has also assisted Auckland Transport in the preparation of its evidence to support the NoR.
48. Auckland Transport is committed to on-going consultation and communication with regard to CRL throughout the Project lifecycle, as well as the extended lapse period requested.
49. It is acknowledged that Council has requested a number of changes to the proposed conditions in the Planner's Report to ensure consultation and communication continues throughout the Project. The detail of the conditions will be addressed in Ms Blight's evidence.

Conclusion

50. The EMF is an important and appropriate mechanism for managing the delivery of a large scale complex infrastructure project that addresses all the phases of the Project delivery. It provides for the appropriate management, mitigation and avoidance of adverse effects through the

¹⁰ All submitters who supplied a valid email address.

adaptive environmental management approach to achieve the purpose of the RMA.

51. Consultation and communication is an important element of the Project. Auckland Transport has undertaken valuable consultation to date and will continue to the communication aspect throughout the delivery phases of the Project.

Aimee Kathleen Barwick

2 July 2013

Appendix 1

Professional Background

1. I hold a Masters Degree of Resource and Environmental Planning (Honours) from Massey University and a Bachelor Degree of Parks, Recreation and Tourism Management, from Lincoln University. I am a Full Member of the New Zealand Planning Institute (NZPI) and sit on the NZPI Auckland Branch Committee. I have 10 years' experience in various planning, transport and RMA matters.
2. I have been employed at Auckland Transport since October 2010 as a result of the Auckland Council reorganisation. Prior to the reorganisation I was employed by Auckland Regional Transport Authority (ARTA). I joined ARTA in June 2006 as the Strategic Transport and Land Use Planner.
3. Prior to ARTA I was employed by North Shore City Council as a planner between 2003 and 2006 both in the Strategy and Planning and Transport Divisions.
4. In my various roles I have been involved in a number of planning and capital projects. This includes preparation of submissions and evidence and wider input into a number of planning processes across Auckland.
5. In particular I have provided consequential input and assistance into regional and district planning processes including the Local Government (Auckland) Amendment Act (LGAAA) Plan Change hearings and subsequent mediations. I have also been involved in a number of other public and private plan changes and resource consent applications on behalf of ARTA and North Shore City Council.
6. I also assisted in the development of ARTA's land use and transport planning guidelines and preparation of the ARTA Integrated Transport Assessment Guidelines prepared to support ARTA's evidence at the LGAAA hearing. The guideline framework was subsequently referred to

in the Regional Policy Statement Plan Change 6 (RPS) for the preparation of transport assessments within the statutory process.

Appendix 2

Environmental Management Framework

City Rail Link Environmental Management Framework

