



Joining the dots

Assessing and managing the impacts of
transport infrastructure development



26th and 27th November 2014
University of Auckland Conference Centre

Conference Programme



About NZAIA

The purpose of the New Zealand Association for Impact Assessment is to promote the use, and better practice, of impact assessment.

The Association's activities include:

- Promoting the use of impact assessment to inform decision-making in New Zealand.
- Supporting the development of high ethical standards in impact assessment practices.
- Keeping impact assessment practitioners in touch with each other.
- Running conferences, training courses, and regional meetings on impact assessment themes.
- Representing New Zealand practitioners at the international level.

NZAIA evolved out of the Association for Social Assessment (and before that the SIA Network) and maintains an active social assessment component. Since incorporating as NZAIA in 1999, the Association's activities now embrace the full range of IA practices, from social, health and cultural impact assessment to ecological impact assessment, at project, plan and policy levels, and within a variety of statutory and non-statutory contexts. Its membership reflects this wider and diverse community of impact assessment practitioners.

- ❖ NZAIA has an MoU with the Environmental Institute of Australia and New Zealand (EIANZ), and in particular with the Special Interest Section on Impact Assessment, to promote joint activities.
- ❖ NZAIA has an MoU with the Secretariat of the Pacific regional Environment Programme (SPREP), to assist with EIA, SEA and IEA capacity development in the Pacific.

Core group members

Richard Morgan *Univ. Otago* [Chair]
James Newell *MERA* [Treasurer]
Christine Cheyne *Massey Univ.* [Secretary]
Nick Taylor *Taylor Baines*
Julie Meade Rose *Social & Environmental Ltd*
Rob Greenaway *R&R Consulting*
Ian Boothroyd *Boffa Miskell*
Hamish Rennie *Lincoln University*
James Baines *Taylor Baines*
Sam Lang *EPA*
Ben Payne *PhD candidate*
Gerard Fitzgerald *Fitzgerald Applied Sociology*

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NZAIA is an affiliate of the International Association for Impact Assessment (IAIA), and personal membership of both associations is encouraged.

www.iaia.org

The objectives of impact assessment

- To ensure that social, cultural, health and biophysical considerations are explicitly addressed and incorporated into relevant decision making processes.
- To promote social justice and cultural integrity in the management of natural resources
- To ensure a long-term perspective on managing the effects of proposals
- To protect the capacity of natural systems and promote sustainable development



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The NZAIA 2014 Conference organizing committee gratefully acknowledges the contribution of speakers and sponsors, and particularly the support of NZTA in both these regards.

Housekeeping notes for Conference Centre:

- The University of Auckland is a Smoke free premises. Smoking is not permitted at all on the university grounds.
- The closest bathrooms are located straight out of the main lecture theatre doors, along the far wall.
- Please for the courtesy of the speakers and the audience; turn off your mobile phones.
- In case of emergency an alarm will sound, please make note of your nearest emergency exits. Please exit onto Symonds St and walk up the street towards the Security office.

Introduction to the Conference

Investment in transport infrastructure, and indeed infrastructure more broadly, is promoted by governments in order to achieve economic growth and productivity goals. Partly in response to the global financial crisis, the New Zealand government, like many of its counterparts in the Pacific region, is promoting large-scale transport projects as one component of economic stimulus, to help recovery from the financial crisis. While roading is prominent in the New Zealand context, transport infrastructure encompasses a wide range of developments including public transport (e.g. the City Rail Link, and the Northern Busway in Auckland), port developments and the growth of inland ports, airport extensions, and walking and cycling infrastructure. The scale and location of new transport infrastructure inevitably influence impacts on natural and built environments, and on communities, often across large areas. Impacts will typically range across the spectrum, from natural environmental issues (water, biodiversity, etc.) to social, cultural and health aspects. Many familiar, direct impacts tend to be recognised and addressed through environmental engineering provisions in project design and implementation. However, indirect, linear and cumulative impacts are important concerns that also need to be addressed.

The purpose of the conference, then, is to examine how the impact assessment process is coping with the demands being placed on it by the government emphasis on infrastructure development. Are there particular challenges that the impact assessment community of practitioners, administrators and researchers need to recognise and respond to? Can we take simple steps to promote more consistent and effective impact assessment?

We start by looking at the role of impact assessment in the resource consent processes for two major project types: nationally significant roads, and rail. The focus then moves on to specific types of impact particularly relevant to transport infrastructure projects, across the spectrum from the natural environment to communities. Some of the questions we will ask are: what can we learn from current practice in these areas, what guidance is available, what is still required? Later sessions pick up the crucial phase of community and stakeholder engagement, and the equally important issues of management and monitoring of impacts associated with transport infrastructure. By doing this we want to emphasise impact assessment as a total process, that not only anticipates effects, both adverse and beneficial, but in developing responses is engaged with the communities that will have to bear the long term consequences of the development, and sets up appropriate mechanisms for the life of the project to manage significant impacts where necessary. Such an approach has to be embedded from the earliest stages of project development, in an integrated model of impact assessment.

This year we are including a session that considers some of these questions in the Pacific context. This reflects NZAIA's commitments under its MoU with SPREP to help develop impact assessment capacity in the region; so in that session we will include an open discussion of ways the New Zealand impact assessment community might support their Pacific colleagues involved with proposed infrastructure projects, and help develop impact assessment experience and skills in the region.

The programme is designed to inform, but especially to stimulate discussion, and we see all conference participants as having valuable experiences or pertinent observations to share with others. Therefore we try to ensure there is plenty of time for discussion in each session. In addition, as the meeting proceeds, it is often the case that certain issues start emerging that people want to discuss in more depth with like-minded people: on day two, we have set time aside for just such engagement, in the Indaba (or open space) session.

Finally, on behalf of the organising group, welcome to this year's conference: we hope you will find it relevant, stimulating, and enjoyable. We try to keep the atmosphere informal and relaxed, as that promotes greater participation by all the participants, so do feel free to get involved and make your contribution!

Prof. Richard Morgan, Chair NZAIA

Conference Schedule

Wednesday 26th November	
8.45 am	<i>Registration</i>
9.20 am	<i>Conference opening</i>
9.30 am	Keynote presentation
	Transport benefits at what cost? The risks of uneconomic infrastructure. Phil McDermott
10.30 am	<i>Break</i>
11.00 am	1. Impact assessment and consenting for major infrastructure projects
	1. Assessing impacts and consenting major NZ Transport Agency State Highway Projects <i>a.</i> An overview of Transport Agency processes and requirements Rob Hannaby <i>b.</i> The reality in practice <i>i.</i> Introduction Patrick Kelly <i>ii.</i> Contrasting approaches: Transmission Gully and Puhoi to Warkworth Andrea Rickard & Paula Brosnahan
	2. Assessing the impacts and consenting the Auckland City Rail Link Chris Meale
12.30 pm	<i>Lunch</i> POSTER SESSION
1.45 pm	2. Assessing the impacts of transport infrastructure (I): ecological, noise and erosion/sediment issues
	Roads and ecology: impacts, challenges and opportunities Carol Bannock A nationally consistent approach to erosion of sediment control Craig Redmond Transportation noise, yours or mine? Nevil Hegley
3.15 pm	<i>Break</i>
3.45 pm	3. Assessing the impacts of transport infrastructure (II): landscape/visual, social and health issues.
	Seeing the benefits: how early landscape and visual assessment can help avoid potholes in consenting. Shannon Bray Joining the social dots for best outcomes Vanessa Browne & Rob Quigley Health impacts of transport policies: a case study of the Future Streets project in Māngere, Auckland Jamie Hosking
5.45 pm	NZAIA AGM
7.00 pm	Conference Dinner.

Thursday 27th November	
9.00 am	<p>4. Transport infrastructure and impact assessment in the Pacific Islands: practice issues and capacity building</p> <p>Environmental management for the Pacific Aviation Investment Programme. Kristina Healy</p> <p>Developing Impact Assessment Capacity Across the Region. Joep Davetanivalu</p> <p><i>Panel discussion</i></p>
10.30 am	<i>Break</i>
11.00 am	<p>5. Community/stakeholder engagement in transport infrastructure projects</p> <p>Organising community involvement Amelia Linzey</p> <p>The partnership changing Auckland for cycling Barb Cuthbert</p>
12.00 pm	<i>Lunch</i>
1.00 pm	<p><i>Session 5 (contd.)</i></p> <p>SIA to community engagement Rebekah Pokura-Ward</p>
1.30 pm	<p>6. Monitoring and management of impacts</p> <p>The challenge of a new paradigm Robert Schofield & Malory Osmond</p>
2.30 pm	<i>Break....and start of open space session</i>
	<p>Indaba (Open space discussion) 2-3 topics identified by participants during the conference</p>
4.00 pm	Indaba reporting back and discussion
4.30 pm	<i>Conference synthesis</i>
5.00 pm	Conference Close

Transport benefits at what cost? The risks of uneconomic infrastructure.

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Wednesday 26th November

Phil McDermott

Principal, CityScope Consultants and Adjunct Professor of Regional and Urban Development, AUT.

Phil McDermott is a consultant in development planning. He established consultants McDermott Miller Group, later McDermott Fairgray Group, and market research company Forsyte Research in the 1980s. He became Professor of Resource and Environmental Planning, Massey University in 1994 and General Manager of the Centre for Asia Pacific Aviation in Sydney in 1999, returning to New Zealand in 2004.

Phil has worked throughout New Zealand, Australia, and Asia-Pacific. His experience covers regional and urban development, economic and development studies (forestry, energy, mining, farming, horticulture, fisheries, primary processing, tourism, retailing, commercial development, and housing); domestic and international freight and passenger transport assignments; feasibility, rationalisation, and strategy analysis for industry; policy analysis for local and central government; and economic and social impact assessments.



Paper abstract:

With the increased emphasis placed on infrastructure investment in New Zealand following the GFC a number of major projects are being advanced on the basis of limited economic benefits. These may be justified for strategic reasons or on the basis of Wider Economic Benefits.

This paper considers the rationalisations offered for apparently uneconomic projects and the implications of proceeding with them. It is argued that in economic terms they are likely to be counter-productive. This issues raised include the long-term fiscal implications, the impacts on productivity and economic progress, the treatment of the environment, and social development. The paper questions whether impact assessment has the tools to deal with these matters.

Keynote:

The risks of uneconomic infrastructure development

Session Notes

Impact Assessment and Consenting for Major Infrastructure Projects

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Wednesday 26th November

1. Assessing impacts and consenting major NZ Transport Agency State Highway projects

a. An overview of Transport Agency processes and requirements Rob Hannaby

b. The reality in practice Patrick Kelly
i. Introduction

ii. Contrasting approaches: Transmission Gully and Puhoi to Warkworth Andrea Rickard,
Paula Brosnahan

2. Assessing the impacts and consenting the Auckland City Rail Link

 Chris Meale

Rob Hannaby

Principal Environmental Specialist, NZTA

Rob Hannaby is the NZ Transport Agency Environment and Urban Design Manager. He is a Certified Environmental Practitioner with almost 25 years of experience working in the field of transport-related environmental and public health management in both NZ and the UK. Rob manages a team of specialists who cover a range of environmental and social disciplines and who provide technical, relationship management and strategic leadership in this space for the Highways group of the Transport Agency. He has had involvement to a greater or lesser extent in the assessment of a range of impacts and the consenting of all Roads of National Significance and was closely involved with the Board of Inquiry hearing for the Western Ring Route in Auckland and the procurement processes for the design and construction of the Waterview Connection and SH16 Causeway components of the ring route.



Patrick Kelly

Principal Project Manager, New Zealand Transport Authority

Patrick is the Transport Agency's principal project manager for the Ara Tūhono - Pūhoi to Wellsford RoNS. After completing a degree in Civil Engineering, Patrick has achieved over 10 years experience in the industry - primarily in the development of Public Private Partnerships and Transport Planning. Patrick moved to New Zealand from Ireland in 2006 and has worked for the Transport Agency for the past 7 years. He has set the strategic direction and led the development of a number of large and complex infrastructure projects including the Victoria Park Tunnel, Additional Waitemata Harbour Crossing and Pūhoi to Wellsford RONS



Andrea Rickard

Technical Director - Planning, BECA

Andrea is an experienced strategic planner with over 18 years in planning and resource management roles in local government and consultancy. She is particularly interested in working at the specialist interface between resource management planning, science and environmental engineering.

The Government's recent infrastructure push has seen Andrea working on a variety of major roading projects over the past few years. Andrea has been involved in the Well Connected Alliance's Western Ring Route and Wellington's Transmission Gully projects and was the lead planning witness at the Board of Inquiry hearing for the NZTA and Porirua City Council. She was also the Planning Manager in the start-up phase for the construction of the Victoria Park Tunnel project in central Auckland.

Andrea regularly presents at industry conferences including for the New Zealand Planning Institute on 'How to Speak Constructor – Advice for Planners in the Age of Major Infrastructure Projects' and 'Tips and Advice for Expert Conferencing – Revisiting the Role of the Planner' (using Transmission Gully as a Case Study). She is also an elected member of the National Committee of the Resource Management Law Association of New Zealand.



Paula Brosnahan

Partner, Chapman Tripp

Paula advises public and commercial clients on the resource management and environmental aspects of property developments, subdivisions, retail and infrastructure projects, land transport matters, due diligence investigations and Overseas Investment Act issues. She has extensive experience in managing the consenting process for complex, large-scale projects.

Recent work includes advising the NZ Transport Agency (formerly Transit New Zealand) at Council and Environment Court levels, on the designation and resource consent aspects of a number of State Highway projects, including the Vic Park Tunnel, duplicate SH20 Manukau Harbour Crossing and Waikato Expressway-Cambridge Section.



Chris Meale

Project Director City Rail Link, Auckland Transport

Chris Meale has recently returned to New Zealand after a lengthy period working in the major infrastructure and rail project environment in Australia. He has extensive international design and construction management experience in the property, electricity, and transport infrastructure sectors, with special expertise in the leadership and co-ordination of major projects, and construction and consultancy businesses

His recent roles include: Program Director, City Rail Expansion Sydney, Transport for NSW, which comprised the development of a new rail network expansion initiative, involving the planning and design development of a new rail line and stations beneath Sydney's CBD extending across the harbour and connecting to the existing rail network as a major input into "Sydney's Rail Future". He was also Director Design and Engineering, Sydney Metro, managing multidisciplinary consultant teams of approximately 200 delivering design and contract documents for a new Metro for Sydney.

Chris previously worked for Hyder Consulting as Regional Director, Major Projects, Area Director NSW, and has held other leadership roles in a number of other rail projects including the Chatswood to Epping Rail Expansion, Town Hall Station Redevelopment NSW, Parramatta Transport Interchange Redevelopment NSW.



Session 1:

Impact assessment and consenting for major infrastructure projects

Session Notes:

SESSION 2

Assessing the impacts of transport infrastructure (I): ecological, noise and erosion/sediment issues

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Roads and ecology: impacts, challenges and opportunities Carol Bannock

A nationally consistent approach to erosion of sediment control Craig Redmond

Transportation Noise, yours or mine? Nevil Hegley

Carol Bannock

Senior Environmental Scientist, BECA.

Carol Bannock is a terrestrial ecologist with over ten years of experience working on motorway projects. Carol worked in England for four years as a Biodiversity Officer on the M25 Sphere Motorway project where her role was to protect and enhance native biodiversity on motorway verges. Upon returning to New Zealand Carol was Environmental Manager for part of the construction of the Greenhithe Section of SH18, giving her experience on a major earthworks project. Carol was seconded to the Auckland Motorway Alliance (AMA) in 2007. The AMA is responsible for the operation and maintenance of the Auckland Motorway network. Carol is passionate about road ecology, with particular interest in mitigating negative ecological effects and seeking ways to manage roads to benefit ecology. Through working on various transport project she has gained experience in different aspects of ecological impact assessment pertaining to roads, from undertaking ecological impact assessments, reviewing reports, and implementing ecological monitoring and mitigation plans.



Craig Redmond

Senior Environmental Specialist, NZ Transport Agency

Since completing a Bachelor of Environmental Management and a Masters of Applied Science from Lincoln University I have been with the NZ Transport Agency within Highways for over seven years. I started in land use planning, followed by a secondment to Perth and Kinross Council in Scotland where I worked on climate change adaption, and on my return in mid 2008 I joined the environmental team. I am currently based in Auckland providing environmental management support to the capital works and network area engineers. My national areas of expertise are environmental management systems, consent compliance, and the natural environment (includes stormwater treatment, erosion and sediment control and ecology). I am also a Certified Environmental Practitioner.



Dr Nevil Hegley

Hegley Acoustics

Nevil Hegley trained as a civil engineer and specialised as a traffic engineer before transitioning via traffic noise to working full time in acoustic engineering. Nevil undertook research in acoustics at the Institute of Sound and Vibration Research at Southampton University in 1975/76 before setting up Hegley Acoustic Consultants in 1981. He has been on the majority of the sub-committees of the New Zealand Standards dealing with sound issues since 1977 and in 2010 received a Meritorious Award by Standards New Zealand for outstanding commitment to the development of New Zealand Acoustic Standards. Nevil has worked throughout New Zealand including the petrochemical plants in Taranaki, various ship ports, airports and traffic projects.



Session 2:

*Assessing the impacts of transport infrastructure (I): ecological, noise
and erosion/sediment issues*

Session Notes:

SESSION 3

Assessing the impacts of transport infrastructure (II): landscape/visual, social and health issues

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Seeing the Benefits: How early landscape and visual assessment can help avoid potholes in consenting.	Shannon Bray
Joining the social dots for best outcomes	Vanessa Browne & Rob Quigley
Health impacts of transport policies: a case study of the Future Streets project in Māngere, Auckland	Jamie Hosking

Shannon Bray

Landscape Planner, Principal, Boffa Miskell

Shannon joined Boffa Miskell in 2012 and has worked on a wide variety of master planning and environmental design projects throughout New Zealand, particularly in Hawke’s Bay.

Specialising in evaluating landscape and visual effects, Shannon’s particular experience is larger scale infrastructure and energy projects, alongside subdivision projects (especially in sensitive rural or coastal locations). He provides integrated design solutions and mitigation strategies for developments in both urban and rural locations. Adept at working with large multi-disciplinary teams, he has been involved in the landscape assessment of a number of wind farms for a variety of different parties – developers, Councils and community groups.

Through his involvement in the development of public open space projects, he has worked closely with Council teams to develop innovative and cost-effective policies for landscape and recreation management.

An experienced and recognised expert witness, Shannon has presented evidence before Council, Environment Court and Board of Inquiry hearings.



Vanessa Browne

Principal Environmental Specialist, NZTA.

Vanessa is a principal environmental specialist in the Environment and Urban Design Team at the NZ Transport Agency. Vanessa is developing the Agency’s guideline to assessing social effects and is also responsible for resource efficiency, sustainability rating tools and climate change mitigation and adaptation. Prior to joining the Agency Vanessa worked in environmental consulting for 13 years where she prepared assessments of environmental effects, provided specialist advice on transport infrastructure sustainability and environmental management and auditing, and was Asia Pacific environmental stewardship manager for URS. Vanessa has also worked in environmental roles in local Government in NZ and UK. She is a certified environmental practitioner, has a master’s degree in resource and environmental planning and BSc in physical geography.



Rob Quigley

Director, Quigley and Watts Ltd.

Robert is director of Quigley and Watts Ltd, a Wellington based company of seven staff that supports leaders and organisations to create thriving communities.

Robert's current role is to support agencies when developing complex policies and plans that may affect communities. He is also an experienced researcher and facilitator.

Robert is an experienced HIA, SIA and HiAP practitioner, strategist, trainer and author. Recently, Robert has authored the NZ Transport Agency's SIA Guidelines, developed a social licence to operate guide for MBIE and carried out a literature review on the social value of a job. He has undertaken over 50 impact assessments - health, social or social/health, predominantly in New Zealand and Australia. His most recent commission is to undertake the HIA and jointly oversee the SIA for Melbourne Airport's Runway Development Programme. He has worked within and across multiple sectors including local and regional government, transport, energy and the social sectors. He is the lead author on the joint International Association of Impact Assessment and World Health Organization 'Principles and Practice of HIA', 2006.



Dr Jamie Hosking

Senior lecturer, and health and transport researcher.
University of Auckland

Dr Jamie Hosking is a public health doctor and researcher at the University of Auckland. He was previously lead author on a World Health Organization report on the health impacts of strategies to reduce transport-related greenhouse gas emissions. His current research investigates the impacts of transport policies on health, equity and climate change.



Session 3:

*Assessing the impacts of transport infrastructure (II): landscape/visual,
social and health issues.*

Session Notes:

Transport infrastructure and impact assessment in the Pacific Islands: practice issues and capacity building

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Environmental management for the Pacific Aviation Investment Programme.

Kristina Healy

Developing impact assessment capacity across the Pacific region.

Jope Davetanivalu

Panel discussion

Kristina Healy

Environmental Science Consultant, AECOM

Kristina is an Environmental Science Consultant with a background in environmental management, impact assessment, water quality monitoring, parks and reserves management, and communications. As an experienced project manager she has managed and audited site works for environmental and contract compliance, consenting and permitting, parks and reserves maintenance, and contaminated site investigations. Field work has involved sampling of ground water and storm water, monitoring of construction works for environmental compliance (particularly in stormwater and sediment control and protection of sensitive ecological environments), and site investigations for contamination. She has completed impact assessments and environmental management plans for infrastructure projects in New Zealand, Vanuatu, Tonga, Tuvalu and Kiribati, including components of the Pacific Islands Aviation Investment Programme.



Jope Davetanivalu

Planning and Capacity Development Advisor, Secretariat of the Pacific Regional Environment Programme (SPREP)

Jope is currently working as the Planning and Capacity Development Advisor under the Environment and Governance Division of SPREP. He is also a part time lecturer at the Fiji School of Medicine in the School of Environment Health. Previously, Jope served for 28 years working for the Fijian government in various positions for the Ministries for Health and the Environment. However, in 2013 Jope resigned from government, where he had been working as the Director of Environment for 4 years, and in the Ministry of Local Government, Urban Development, Housing and Environment, to join SPREP.



Session 4:

*Transport infrastructure and impact assessment in the Pacific Islands:
practice issues and capacity building*

Session Notes:

Community/stakeholder engagement in transport infrastructure projects

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Thursday 27th November

Organising community involvement	Amelia Linzey
The partnership changing Auckland for cycling	Barb Cuthbert
SIA to community engagement	Rebekah Pokura-Ward

Amelia Linzey

Technical Director - Planning, BECA

Amelia has nearly 20 years resource management and consultation experience. She provides technical direction on a number of key projects in Beca, focussing on major infrastructure projects and policy planning. Amelia has provided leadership in consultation and engagement with stakeholders and the community for a range of transport related infrastructure projects. She has managed consultation processes ranging different scales and phases of transport infrastructure delivery. For example, in designation and consenting of major highway projects (e.g. Waterview Connection), in construction phases (e.g. Manukau Harbour Crossing), for investigation and optioneering (e.g. for the current East West Connections project), for corridor management plans (such as Tamaki Drive, Ngapiipi, and Kapa Roads), for cycleways (such as the Waterview Shared Path) and for rail (e.g. Marsden Rail in Whangarei). Amelia's experience in both engagement and project delivery provides insight on the processes and engagement needed to tackle complex and contested issues and work through these to resolution for design, development and ultimately for delivery of transport infrastructure projects.



Barb Cuthbert

Chair and Spokesperson, CycleAction Auckland

Barb Cuthbert is Chair of Cycle Action Auckland. Her contributions to cycling in Auckland and New Zealand are numerous. She first became involved in cycling advocacy through her work as a planner on the Northboro Reserve walkway. She has worked to build a greater degree of collaboration between the local advocacy group in Auckland, Auckland Transport, and NZTA but she has also encouraged and worked to gain other advocacy groups around NZ greater access to and collaboration with their NZTA Regional Directors. In, 2013, she worked to have a greater integration between cycling and public transport in Auckland, working with Auckland Transport on bike parking facilities at train, bus, and ferry hubs. To pursue excellence in the redesign of Tamaki Drive she set up a working party, which brought numerous stakeholders together to ensure the best outcome for infrastructure changes and road user behaviour, including piloting the road cyclist courtesy pilot "Good Bunch". In addition to progressing big projects like the Grafton Gully Cycleway and the new Nelson Street off Ramp Pilot, Barb has worked hard to continue to ensure Auckland Transport and NZTA in Auckland are pursuing quick wins.



Rebekah Pokura-Ward

Partner, OPUS

Rebekah is an environmental consultant with Opus specialising in community engagement and social and environmental impact assessment. She has 20 years consultancy experience, and in more recent years has led the engagement and environmental teams for a number of major public infrastructure projects in the areas of transportation, wastewater and community facilities. Rebekah is a NZ Transport Authority Independent Professional Advisor in Planning and Social Impact Assessment and is currently leading the social impact assessments and community engagement for the Northern Corridor Improvement Project; the Old Mangere Bridge Replacement Project and the Auckland Manukau Eastern Transport Project (AMETI). In Rebekah's view the success of these projects very much hinges on working meaningfully with communities from the outset to not only identify and manage effects but also to identify opportunities for social and environmental benefit.



Session 5:

Community/stakeholder engagement in transport infrastructure projects

Session Notes:

Monitoring and management of impacts

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The challenge of a new paradigm

Robert Schofield
&
Malory Osmond

Robert Schofield

Environmental Planner, Director, Boffa Miskell

Robert has worked in environmental planning for nearly 30 years. He has worked on many large-scale development and infrastructure projects for corporate and government clients throughout New Zealand, including the MacKays to Peka Peka Expressway, Peka Peka to Ōtaki Expressways, and the Masterton Wastewater Treatment Plant. His work has involved preparing Assessments of Environmental Effects, writing consent conditions, project management, collaboration with technical experts, liaising with consenting authorities, and providing evidence to hearings. He is currently involved with the early construction stage of the Transmission Gully motorway project. Based on his experience, Robert is familiar with the many challenges relating to impact monitoring and management, including the evolving approaches to adaptive management.



Malory Osmond

Senior Planner, Beca

Malory is an experienced Senior Planner with a specialist knowledge in regional consenting and compliance. She worked in the consenting team at the Greater Wellington Regional Council for six years prior to joining Beca as a Senior Planner in October 2013. Malory is currently managing the consents team for the MacKays to Peka Peka Expressway Project. She has experience in the assessment of and preparation of Assessment of Environmental Effects, designations and resource consent, collaboration with technical experts, liaising with consenting authorities, consultation with stakeholders and providing evidence at council consent and court hearings. As part of her role on the MacKays to Peka Peka Expressway Project Malory has become familiar with the many challenges of working on a major infrastructure project including condition implementation and monitoring.



Session 6:

Monitoring and management of impacts

Session Notes

Indaba (open space)

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Thursday 27th November

Record here your ideas for possible discussion topics that emerge from presentations or subsequent discussions.

On Thursday afternoon we will invite participants to form discussion groups around topics that interest them. Groups can report the main conclusions from their discussions to the conference before we close

Session 7:

Indaba – open space discussions

Session Notes

Thank you for your participation in the NZAIA 2014 Conference:

We would be most grateful if you could take a moment to complete our brief feedback sheet enclosed. This will help us to provide effective follow up to the conference.

Please visit our website www.nzaiia.org.nz for conference proceedings and on-going discussion forums.