

IN THE MATTER

of the Resource Management Act 1991 (**RMA**)

AND

IN THE MATTER

of a Board of Inquiry appointed under s149J of the Resource Management Act 1991 to consider Notice of Requirements and applications for Resource Consent made by the New Zealand Transport Agency in relation to the Northern Corridor Improvements roading proposal in Auckland.

**SUMMARY STATEMENT OF EVIDENCE OF DANIEL NEWCOMBE ON BEHALF OF
AUCKLAND TRANSPORT**

CORPORATE EVIDENCE

1. My Name is Daniel Alexander Newcombe. I am the City Centre and Strategic Initiatives Manager in the Strategy and Development Division at Auckland Transport (**AT**). My background and experience is set out in section 1 of my evidence.
2. In summary, my corporate evidence in chief (**EIC**) sets out:
 - (a) AT's role and responsibilities in contributing to an effective, safe and efficient transport system. This is set out in section 6 of my EIC;
 - (b) The Northern Corridor Improvements project (**the proposal**) aligns with the strategic transport documents guiding AT's activities and in particular the directive of improving public transport and supporting growth in the north Auckland. This is set out in section 7 of my evidence;
 - (c) AT and NZTA have been working collaboratively on a One Network approach to the transport system. This has included involvement as a key stakeholder in the proposal and investment partner in respect of upgrading existing busway stations and constructing a future busway station. This is set out in section 8 of my EIC;
 - (d) The areas of interest AT have in respect of the proposal and Board or Inquiry proceedings. This is set out in section 8.4 of my EIC onwards;
 - (e) The other projects on the North Shore that will integrate with the proposal. This is set out in section 9 of my EIC; and

- (f) AT strongly supports the proposal. This is set out in section 10.2 of my EIC.
3. I can confirm that agreements have or are to be put in place between AT and NZTA to manage this relationship and various ownership and maintenance responsibilities relating to the proposal. Any relevant Resource Management Act 1991 matters not addressed by these agreements may be raised by AT's experts.
4. From my perspective there are no significant unresolved matters between AT and NZTA. I therefore reiterate section 10 of my EIC which explains that the proposal is consistent with AT's strategic transport documents/directions and responds to an identified need to improve all relevant modes of transport within the project area. AT strongly supports the proposal.



Daniel Newcombe
7 August 2017