

Appendix A – NZTA’s minor corrections to the Decision

Paragraph number	NZTA’s proposed minor correction and rationale
252	This paragraph contains two typographical errors. Ms Wilkening’s name is spelt with two “ii”s and the correct initialism is ACNVE: <i>The Application includes an Assessment of Construction Noise and Vibration Effects (ACNVE) report, prepared by Ms Sjiri Wilkening. The ACNVE concludes that</i>
260	This paragraph contains a typographical error. The correct initialism is ACNVE: <i>The Applicant’s response to comments on this topic refers back to Ms Wilkening’s ACNVE as well as her further evidence statement dated 3 June 2026.</i>
312	This paragraph contains a typographical error. The correct spelling is “Ezbarami”: <i>The Applicant considers that in light of the spatial extent of the SCAs in Auckland, Dr Ezbarami~~Exbarami~~’s view that four houses makes a significant contribution to the SCA is “objectively unsustainable”...</i>
359(a)	This paragraph contains a typographical error. Ngāti te Ata should be corrected to “Ngaati te Ata”: <i>(a) Provision for access for Te Ākitai Waiohua (and Ngāti Whātua Ōrākei and Ngaati te Ata) to undertake tikanga in the event of any archaeological sites being encountered (Archaeological Condition 5);</i>
722	This paragraph refers to the Condition 1A included with the draft decision and designation conditions. Further analysis regarding Condition 1A is provided later on in the decision at paragraphs 731 – 742, concluding that proposed Condition 1A will be renumbered as Condition 1 in the final set of conditions. On that basis, NZTA suggests deletion of this paragraph: <i>~~Overall, the Panel considers that with the addition of its proposed ‘Condition 1A’, the effects envelope approach is appropriate.~~</i>

Appendix B – NZTA’s minor corrections to the Designation Conditions

Designation Condition (as per Decision set)	NZTA’s proposed minor correction and rationale
1	Suggest deletion of “and connected to”. The designation is ‘connected’ to the State Highway 16 (SH16) designation in most parts. However, the rapid transit facilities, such as stations and the park and ride facility, will not be connected to SH16, but rather will be alongside. NZTA considers that the below text is more accurate: <i>This designation authorises the Project, being the construction, operation and maintenance of new bus rapid transit facilities alongside ~~and connected to~~ State Highway 16 from the Brigham Creek Road/SH16 intersection through to Ian McKinnon Drive in the Auckland City Centre and includes seven rapid transit stations and one Park and Ride facility, associated connections to the local bus and road network, ancillary structures, works, facilities and activities, all within the boundary shown in Schedule A*, including the following works:</i> ...
1	Deletion of “(which shall accord with the Designation Plans at Part 6.4 of the Application)”. The boundary/footprint of each designation will be included in the Auckland Unitary Plan and will be subject to all relevant laws. Accordingly, the condition should not also refer to the Application, which could be different to the AUP in the future, ie if a variation to the designation is sought through standard processes. Reference to the designation in the AUP is sufficient and more appropriate: <i>This designation authorises the Project, being the construction, operation and maintenance of new bus rapid transit facilities alongside ~~and connected to~~ State Highway 16 from the Brigham Creek Road/SH16 intersection through to Ian McKinnon Drive in the Auckland City Centre and includes seven rapid transit stations and one Park and Ride facility, associated connections to the local bus and road network, ancillary structures, works, facilities and activities, all within the boundary shown in Schedule A*, including the following works:</i> ... <i>* Except if there is any inconsistency between Schedule A and the boundary shown in the AUP ~~(which shall accord with the Designation Plans at Part 6.4 of the Application)~~, then the AUP will prevail.</i>
26(b)(v)	The term “peak retail trading periods” is uncertain and therefore will be impossible to comply with and enforce. NZTA does not have and will be unable to obtain retail trading information to enable compliance with the condition as drafted. Additionally, the condition does not address the periods within which a peak is to be measured, nor does it address the retail activity or activities to which it applies. NZTA understands the condition relates to comments by Stride Holdings Limited (<i>Stride</i>) in relation to the ‘annual holiday trading period.’ Accordingly, NZTA considers the condition should refer to a specific period, which evidence suggests covers the Christmas and New Years trading hours over December and early January. Stride have not provided any evidence of peak retail trading periods at any other times of the year and, in fact, have only requested mitigation for one period, being an ‘annual holiday trading period.’ Westgate Precinct Construction Traffic Management ... (b) The Westgate Precinct section of the CTMP must include (as relevant): ... (v) measures to manage construction traffic during <u>the annual</u> peak retail trading periods, ~~including— being~~ the period from 1 December to 5 January;
27(c)	The word “maintain” should be amended to “not compromise existing”, for consistency with the wording in clause (a). Point Chevalier Transport and Access Plan ... (a) Any permanent Project works associated with the Point Chevalier Station that are located within Parr Road North or the Service Lane as shown in Schedule K, must be designed so that those works do not compromise any existing (at the time of commencement of construction) safe and practicable access from Parr Road North or the Service Lane for the Point Chevalier properties shown in Schedule K. ... (c) The Point Chevalier Transport and Access Plan is to set out how the final design and construction staging for the Point Chevalier Station area will <u>not compromise existing</u> ~~maintain~~ safe and practicable access, circulation and servicing for properties shown in Schedule K. ...

Appendix C – NZTA’s minor corrections to the Resource Consent Conditions

Resource Consent condition	NZTA’s proposed minor correction and rationale
1	Suggest deletion of “and connected to”. The designation is ‘connected’ to SH16 in most parts. However, this is not the case for the rapid transit facilities such as stations and the park and ride facility. NZTA considers that the below text is more accurate: <i>These consents authorise activities required for the construction, operation and maintenance of the Project, being new bus rapid transit facilities alongside ~~and connected to~~ State Highway 16 from the Brigham Creek Road/SH16 intersection through to Ian McKinnon Drive in the Auckland City Centre and includes seven rapid transit stations and one Park and Ride facility, associated connections to the local bus and road network, ancillary structures, works, facilities and activities, all within the boundary shown in Schedule A*, including the following works:</i> ...
1	Deletion of “(which shall accord with the Designation Plans at Part 6.4 of the Application)”. This condition does not need to refer to the designation plans - the boundary will be already included in the AUP and the Schedule shows the boundaries. Reference to the designation is sufficient and more appropriate (ie if there are future variations). <i>These consents authorise activities required for the construction, operation and maintenance of the Project, being new bus rapid transit facilities alongside ~~and connected to~~ State Highway 16 from the Brigham Creek Road/SH16 intersection through to Ian McKinnon Drive in the Auckland City Centre and includes seven rapid transit stations and one Park and Ride facility, associated connections to the local bus and road network, ancillary structures, works, facilities and activities, all within the boundary shown in Schedule A*, including the following works:</i> ... <i>* Except if there is any inconsistency between Schedule A and the boundary shown in the AUP-~~(which shall accord with the Designation Plans at Part 6.4 of the Application)~~, then the AUP will prevail.</i>
3(c)	Condition 3(c) incorrectly refers to Condition 3(b). The correct condition reference is Condition 4(b): <i>(c) In preparing the management plans or plans or summary technical notes listed in Condition ~~43~~(b) the Consent Holder must consult with: ...</i>
9	This paragraph contains a typographical error. The correct initialism is SSES CP: <i>Advice Note: Exposed earth does not include areas of the Site which have been stabilised with aggregate, and which remain managed by erosion and sediment controls in accordance with the ~~SSES~~CP for that area.</i>
11	Condition 11 incorrectly refers to Condition 5. The correct condition reference is Condition 7 (SSES CP): <i>The operational effectiveness and efficiency of all erosion and sediment control measures in each SSES CP required by Condition ~~7~~5 must be maintained throughout the duration of earthworks and/or streamworks activities in the area to which they apply, or until that area is permanently stabilised against erosion. A record of any maintenance work must be kept and be supplied to the Council on request.</i>

Appendix D – NZTA’s minor corrections to the Archaeological Authorities

Archaeological Authority Condition	NZTA’s proposed minor correction and rationale
Schedule B (for all)	Update Schedule B in each Archaeological Authority so that it only refers to the relevant designation(s) number and remove reference to the Coastal Marine Area for the authorities that do not include the Coastal Marine Area.