BEFORE A PANEL OF INDEPENDENT HEARINGS COMMISSIONERS

FTAA-2511-1146

UNDER	the Fast-track Approvals Act 2024 ("**FTAA**")
IN THE MATTER	of an application by New Zealand Transport Agency Waka Kotahi for approvals under the FTAA for a listed project, North West Rapid Transit ("**Application**")

MEMORANDUM ON BEHALF OF THE NATIONAL TRADING COMPANY OF NEW ZEALAND LIMITED REQUESTING MINOR CORRECTIONS TO THE DECISION PURSUANT TO SECTION 89 FTAA

25 SEPTEMBER 2026

ELLIS GOULD
LAWYERS
AUCKLAND

Level 31 Vero Centre
48 Shortland Street, Auckland
Tel: 09 307 2172
PO Box 1509, DX CP22003
AUCKLAND

REF: Alex Devine (adevine@ellisgould.co.nz)
Tabea Trounson (ttrounson@ellisgould.co.nz)

MEMORANDUM ON BEHALF OF THE NATIONAL TRADING COMPANY OF NEW ZEALAND LIMITED REQUESTING MINOR CORRECTIONS TO THE DECISION PURSUANT TO SECTION 89 FTAA

MAY IT PLEASE THE PANEL:

1. This memorandum is filed on behalf of the National Trading Company of New Zealand Limited ("**NTC**"), a commenter on the North West Rapid Transit Project – FTAA-2511-1146.

2. NTC requests that the Panel issue minor corrections to Appendix A – Designation Conditions ("**Designation Conditions**") and Appendix A2 – Designation Conditions – Schedule J and K ("**Appendix A2**") to the decision dated 4 September 2026 ("**the Decision**").

3. Section 89(1) FTAA provides that amendments to decision documents may be issued where they:

   (a) Are to correct minor omissions, errors, or other defects in it; and

   (b) Are issued within 20 working days of the decision date.

4. The errors to be corrected are incorrect cross-references in the Designation Conditions, and the labelling of 'Schedule K' in Appendix A2.

5. These appear to be drafting errors resulting from the renumbering of conditions in the final version attached to the Decision.

6. The requested corrections generally fall into the following categories:

   (a) Internal cross-references refer to previous (i.e.: draft decision) condition numbering or to other conditions instead of the relevant provision within the same condition.

   (b) Cross-references to other conditions or schedules which refer to the previous (i.e.: draft decision) numbering of the condition.

   (c) Cross-references to other conditions or schedules which do not make sense in the context of the condition (e.g.: reference is to a landscape planting condition, but the condition referred to relates to the

Northwest Lava Flow) or which do not reflect the Panel's apparent intention (e.g.: condition 5 where NZTA's edits proposed in their 26 August 2026 memorandum have been adopted, but two of the seven cross-references refer to the draft decision condition numbering).

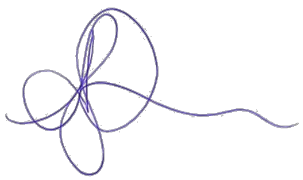
(d) Incorrect labelling of Schedule K, noting that the document title in Appendix A2 correctly identifies the schedule as 'Schedule K', but the labels appearing on the two images within that schedule incorrectly refer to 'Schedule Y'.

7. Set out at **Attachment A** is a version of the Designation Conditions with the requested amendments shown in strikethrough and underline, along with a short explanatory note setting out the rationale for the requested change. **Attachment B** comprises a corrected version of Schedule K in Appendix A2.

8. These corrections do not alter the substantive intent, scope, or outcome of the designation conditions, but ensure that the conditions are consistent with the Decision and can be interpreted and implemented as intended.

9. Accordingly, NTC requests that the Panel correct the Decision by making the amendments set out in **Attachment A** and **B** of this memorandum for the reasons set out therein.

DATED this 25th day of September 2026



_____

Alex Devine / Tabea Trounson

Counsel for the National Trading Company of New Zealand Limited

Attachment A: Designation Conditions with tracked changes of the corrections

Te Ara Hauāuru Northwest Rapid Transit Project – Designation Conditions

Purpose

The purpose of the designation is to construct, operate, maintain, and improve a rapid transit corridor, and ancillary structures, works and activities.

Definitions

The table below defines the acronyms and terms used in the designation conditions. Defined terms are capitalised.

Acronyms and defined terms

Acronym/term	Definition/meaning
Arterial Roads	As identified in the planning maps of the Auckland Unitary Plan
AUP	Auckland Unitary Plan 2026
BPO	Means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to: (a) the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects (b) the financial implications, and the effects on the environment, of that option when compared with other options (c) the current state of technical knowledge and the likelihood that the option can be successfully applied
CNVMP	Construction Noise and Vibration Management Plan
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
CTMP	Construction Traffic Management Plan
Council	Auckland Council
Manager	The Manager – Resource Consents of Council, or authorised delegate
NoR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Particularly Vibration Sensitive building	(a) Former ASB building (AUP Scheduled Heritage Building 2798), 1210 Great North Road, Point Chevalier (Fee Simple, 1/1, Part Lot 16 Deposited Plan 2300) (b) Ambassador Theatre (AUP Scheduled Heritage Building 1680), 1218-1220 Great North, Point Chevalier (Fee Simple, 1/1, Part Lot 2 Deposited Plan 21452 and Part Lot 1 Deposited Plan 9064)
Project	Te Ara Hauāuru Northwest Rapid Transit
Requiring Authority	NZ Transport Agency
RMA	Resource Management Act 1991
SQEP	A suitably qualified and experienced person, being a person who can provide sufficient evidence to demonstrate their suitability and competence.

Schedules

Schedule A	Project Boundary for the Northwest Rapid Transit Project
Schedule B	Danger Rating Matrix and Flood Hazard Ratings
Schedule C	Supermarket Access – 1136 Great North Road, Point Chevalier – NoRs 9 and 11
Schedule D	Westgate Supermarket – NoRs 2 and 5
Schedule E	Original building footprints, Commercial Building, Ambassador Theatre and Fisheries Building, Point Chevalier – NoRs 9 and 11
Schedule F	Former Chamberlain Clubhouse – NoR 9
Schedule G	Arch Hill Scenic Reserve – NoR 10
Schedule H	Tree Schedule
Schedule I	Identified PPFs
Schedule J	Westgate Properties – NoRs 2 and 5
Schedule K	Point Chevalier Properties – NoRs 9 and 11
Schedule L	Geotechnical Design Statement area – NoRs 9 and 10

Designation conditions

NoR number	Condition number	Condition
ALL	1.	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: (a) A busway; (b) Bus stations, including facilities for the convenience of passengers; (c) With respect to designations [designation numbers for NOR1 and NOR4], a Park and Ride facility; (d) Ancillary structures, works, facilities and activities, including: (i) bridges, underpasses, embankments, retaining walls; (ii) lighting, signs, gantries, acoustic barriers, landscaping; (iii) stormwater management, culverts, outfalls; (e) Realignment of, and connections to, the Northwestern Shared User Path; (f) Changes and connections to local roads to enable connectivity to bus stations; (g) Protection and relocation of existing utilities; and (h) All construction activities for the Project. If there is any inconsistency between the above description of the Project and the conditions, then the conditions prevail. * 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.
ALL	2.	**Lapse** The designation lapses if not given effect to within 25 years from the date on which it is included in the AUP.
1, 2, 3, 9 and 10	3.	**Primary Designation *(Augier* condition)** This designation must be considered as the primary (earlier) designation where it overlaps with designation *[insert relevant station designation number]*.
ALL	4.	**Outline Plan(s) and Management Plans** (a) Outline Plan(s) may be submitted in parts or in stages to address particular activities (e.g., design or construction aspects), or to reflect the staged implementation of the Project. (b) Outline Plans must include (as relevant): (i) Form and Landscaping Statement (ii) Construction Noise and Vibration Management Plan (iii) Built Heritage Construction Management Plan [NoR 9 and 11 only] (iv) Tree Protection Methodology [NoR 9 and 10 only] unless otherwise stated in the conditions below.
ALL	5.	**Conditions following Completion of Construction** Following Completion of Construction, all conditions except Conditions 11,12, 14-16, 27~~26~~ and 51~~50~~ cease to have effect and do not apply to any subsequent work associated with the on-going operation and maintenance of the Project.
PRE CONSTRUCTION CONDITIONS		
1, 2, 4 and 5	6.	**Cultural Values *(Augier* condition)**

Commented [NTC1]: It appears the Panel's intent was to adopt the conditions proposed by NZTA in its comments on the Panel's draft designation conditions (updated 26 August 2026) (**26 August Comments on Conditions**), however, not all cross-references appear to have been updated following the renumbering of conditions. In that regard:

Condition 26 relates to the Westgate Precinct Construction Traffic Management requirements, which are construction-phase requirements. The correct reference appears to be to Condition 27 (formerly Draft Condition 16E), which contains the Point Chevalier Transport and Access Plan requirements that are intended to remain in effect following completion of construction.

Similarly, Condition 50 relates to installation of noise barriers prior to opening of the Project and is a pre-operational requirement. We consider the correct reference is Condition 51 (formerly Draft Condition 37), which contains the ongoing maintenance obligations for noise barriers and is intended to continue to apply following completion of construction.

Both these changes would reflect NZTA's 26 August Comments on Conditions, which have otherwise been adopted (e.g.: in relation to Conditions 11, 12 and 14 – 16).

NoR number	Condition number	Condition
		(a) The Requiring Authority must engage with Te Kawerau ā Maki and Ngāti Whātua o Kaipara during detailed design to identify how their cultural values will be reflected in the Project. (b) A statement summarising how engagement undertaken in accordance with (a) has informed how cultural values are reflected in the Project is to be provided to the Council for information only with an Outline Plan(s).
3, 6, 7 and 8	7.	**Cultural Values *(Augier* condition*)*** (a) The Requiring Authority must engage with Te Kawerau ā Maki during detailed design to identify how their cultural values will be reflected in the Project. (b) A statement summarising how engagement undertaken in accordance with (a) has informed how cultural values are reflected in the Project is to be provided to the Council for information only with an Outline Plan(s).
9, 10, 11 and 12	8.	**Cultural Values *(Augier* condition*)*** (a) The Requiring Authority must engage with Ngāti Whātua Ōrākei, Te Ākitai Waiohua and Ngaati Te Ata Waiohua during detailed design to identify how their cultural values will be reflected in the Project. (b) A statement summarising how engagement undertaken in accordance with (a) has informed how cultural values are reflected in the Project is to be provided to the Council for information only with an Outline Plan(s).
ALL	9.	**Flood Hazard** For the purposes of Condition 10: (a) Danger Rating means low (green), moderate (yellow) or high (red) danger rating determined in accordance with Schedule B. (b) Building/s means any residential, commercial or community building that has been lawfully established, or is authorised by a building consent at the time the Outline Plan is submitted. Sheds, garages and other ancillary buildings are excluded. (c) Maximum Probable Development is the maximum impervious area permitted in the zone/s in the AUP at the time the Outline Plan is submitted, or 70% impervious area if the land is zoned Future Urban in the AUP. (d) Pre-Project Development means the Maximum Probable Development at the time the Outline Plan is submitted. (e) Project Development means the Pre-Project Development and the Project.

NoR number	Condition number	Condition
ALL	10.	The Project must be designed so that it does not cause the following beyond the Designation: (i) An increase in Danger Rating; and (ii) Either: A. A more than 50mm increase in flood level on land parcels with Building(s) and a Low Danger Rating; or B. A more than 100mm increase in flood level on: I. land parcels with no Building(s) present; and II. land parcels with Building(s) and a Moderate or High Danger Rating. (b) Compliance with (a) must be demonstrated through flood modelling: (i) To show the difference in the 1% Annual Exceedance Probability (AEP) flood levels for Pre-Project Development and Project Development; (ii) Using 332mm for the 24 hour rainfall depth that includes a 3.8 degree Celsius increase in temperature for climate change; and (iii) Undertaken by a SQEP. (c) The Requiring Authority does not need to comply with (a) if the relevant landowner agrees to an alternative approach. (d) In the Outline Plan, the Requiring Authority must: (i) demonstrate how (a) will be complied with by reference to flood modelling undertaken in accordance with (b); or (ii) provide confirmation of any written agreement secured to reflect landowner agreement pursuant to (c) above. ***Advice Note:*** *Where the diversion and discharge of stormwater runoff is to the reticulated public stormwater network, it must comply with the requirements of Auckland Council Healthy Waters & Flood Resilience Regionwide Network Discharge Consent.*
9	11.	**Supermarket Access – 1136 Great North Road, Point Chevalier** For the purposes of Condition 12 and Condition 13: (a) "Supermarket" means the supermarket located at 1136 Great North Road, Point Chevalier, being Lot 1-2 Deposited Plan 390127 and Lot 4 Deposited Plan 14537 and Lot 3 Deposited Plan 99933. (b) "Supermarket loading zone" means the area shown on Schedule ~~C~~D. (c) "Delivery Vehicle(s)" means a 23m HPMV B-train and a 19.5m HPMV semi-trailer. (d) "Manoeuvrability" means compliance with RTS-18 New Zealand on-road tracking curves for heavy motor vehicles with a 12.5m radius of turn. (e) "NTC" means the National Trading Company of NZ Limited, being the owner of the Supermarket site, or its successor in title and Modern Merchants Limited, being the leaseholder of the Supermarket site.
9	12.	The Requiring Authority must design the Project so that: (a) There is a permanent vehicle access point for Delivery Vehicles from Parr Road North to the Supermarket loading zone that complies with the Auckland Transport –Transport Design Manual (TDM) standard engineering details for a commercial vehicle crossing as at the time of designation. (b) Manoeuvrability for Delivery Vehicles is achieved from the permanent vehicle access point on Parr Road North to the Supermarket loading zone enabling Delivery Vehicle access in and out of the access point in a forward direction.
9	13.	(a) The Requiring Authority must consult with NTC when preparing the relevant CTMP required by Condition 22~~21~~.

Commented [NTC2]: The Point Chevalier supermarket access plan is shown in Schedule D, not Schedule C. Schedule C shows the Westgate Supermarket.

Commented [NTC3]: We consider the reference should be to Condition 22 rather than Condition 21. Condition 21 relates to Project information and maintenance of the Project website. Condition 22 contains the Construction Traffic Management Plan (CTMP) requirements that this condition requires consultation on.

NoR number	Condition number	Condition
		(b) During Project construction, the Requiring Authority must maintain vehicle access and Manoeuvrability for Delivery Vehicles from Parr Road North to the Supermarket loading zone between 3am-10pm, 7 days a week. (c) In the event the Requiring Authority considers it is not practicable to comply with (b) above, the Requiring Authority must: (i) Before the relevant construction works, advise NTC in writing: A. why it considers it is not practicable to comply with (b) above; and B. set out proposed alternative arrangements for Delivery Vehicles to service the Supermarket; (ii) Allow 10 working days for NTC to give feedback on (c)(i) above; (iii) Consider any written feedback from NTC and address any concerns raised by NTC to the extent practicable; (iv) Within 5 working days of receiving any feedback from NTC and at least 15 working days before the relevant construction works, advise NTC: A. why it has determined that it is not practicable to comply with (b) above, having considered any additional information provided by NTC; B. what feedback it has or has not accepted and why; and C. confirm the alternative access arrangements for Delivery Vehicles; (v) In all cases: A. minimise the duration of disruption to Delivery Vehicles; (vi) maintain vehicle access and Manoeuvrability for Delivery Vehicles from Parr Road North to the Supermarket loading zone for a minimum of 14 hours per day, 7 days a week. (d) Condition 1312(b) and (c) must not apply in the case of an unforeseen emergency, however the Requiring Authority must minimise as far as practicable the duration of disruption to Delivery Vehicles in that event.
2	14.	**Supermarket Access – Woolworths Westgate Shopping Centre** For the purposes of Conditions 15 - 17: (a) "Supermarket" means the supermarket located at Lot 31 Deposited Plan 425328. (b) "Supermarket loading docks" means the loading docks as shown on Schedule ~~D~~C and any modification to those docks that changes how Delivery Vehicle(s) access into and egress from those docks (compared to the docks as at [date of designation being confirmed]) that is approved in writing by the Requiring Authority. (c) "Delivery Vehicle(s)" means a class 5 vehicle - i.e., a 23m long truck and trailer. (d) "Manoeuvrability" or "Manoeuvrability requirements" means compliance with RTS-18 New Zealand on-road tracking curves for heavy motor vehicles with a 12.5m radius of turn. (e) "Existing Turning Area" means the area shown on Schedule ~~D~~C provided the Supermarket Operator is lawfully entitled to use that area for manoeuvring of delivery vehicles at the time of commencement of detailed design and has provided written evidence of that lawful entitlement to the Requiring Authority. Conditions 16 and 17 do not apply if the Supermarket Operator does not provide such evidence within 20 working days of being requested to do so by the Requiring Authority. (f) "Supermarket Operator" means General Distributors Limited or any related company as defined in section 2(3) of the Companies Act 1993, or any other company that operates the Supermarket at the relevant time. (g) "Project Works" means that part of the Project within the Existing Turning Area.
2	15.	Conditions 16 and 17 apply if the Supermarket is operating at the commencement of detailed design of the Project Works, unless operation of the Supermarket is planned to cease prior to commencement of construction of the Project Works.

Commented [NTC4]: This appears to be intended to be an internal cross-reference within Condition 13, however, it refers to 12(b) and (c) – 12(c) not being a condition that exists. The exemption should therefore refer to Condition 13(b) and (c), as those are the provisions that impose the construction access and consultation requirements that may need to be departed from in an unforeseen emergency.

Commented [NTC5]: The Westgate Supermarket loading docks are shown in Schedule C, not Schedule D. Schedule D shows the Point Chevalier supermarket access plan.

Commented [NTC6]: The "Existing Turning Area" referred to here is shown in Schedule C – Westgate Supermarket, not Schedule D. Schedule D shows the Point Chevalier supermarket access plan.

NoR number	Condition number	Condition
2	16.	(a) The Requiring Authority must design and construct the Project Works so that: (i) Permanent works do not prevent Supermarket Delivery Vehicles from using the Existing Turning Area or accessing the Supermarket loading docks in accordance with the Manoeuvrability requirements; or (ii) If Condition 16(a)(i) cannot be achieved then, subject to Condition 16(b): A. Supermarket Delivery Vehicles can enter and exit at the Maki Street Entrance shown on Schedule D in a forward direction; and B. Supermarket Delivery Vehicles can access and exit from the Supermarket loading docks, in accordance with the Manoeuvrability requirements. (a) If Condition 16(a)(i) cannot be achieved then the Requiring Authority must consult with the Supermarket Operator during the detailed design process as to how Condition 16(a)(ii) will be achieved. As a minimum, the Requiring Authority must: (i) Advise the Supermarket Operator in writing of the proposed design of the Project Works ("Draft Design"); (ii) Meet with the Supermarket Operator to discuss the Draft Design, if requested by the Supermarket Operator; (iii) Allow 45 working days for the Supermarket Operator to give feedback on the Draft Design (from the date the Supermarket Operator is advised of the Draft Design); (iv) Consider any feedback on the Draft Design, update the Draft Design to address that feedback to the extent practicable, and advise the Supermarket Operator in writing of the updated proposed design of the Project Works ("Updated Design"); (v) Meet with the Supermarket Operator to discuss the Updated Design, if requested by the Supermarket Operator; and (vi) Within 45 working days of receiving any feedback from the Supermarket Operator (pursuant to (iii) above), advise the Supermarket Operator of: A. What feedback it has or has not accepted and why; and B. The confirmed design.
2	17.	(a) The Requiring Authority must consult with the Supermarket Operator when preparing the relevant CTMP required by Conditions 2221 and 2625 in relation to access and traffic management activities that directly interface with Supermarket operations. The CTMP must include details of any construction works that could adversely affect access or egress to and from the Supermarket loading docks. (b) The Requiring Authority must: (i) provide a draft of the relevant CTMP ("Draft CTMP") to the Supermarket Operator; (ii) allow 20 working days for the Supermarket Operator to provide feedback on the Draft CTMP; (iii) meet with the Supermarket Operator to discuss the Draft CTMP, if requested by the Supermarket Operator; (iv) within 20 working days of receiving any feedback from the Supermarket Operator (pursuant to (iii) above), advise the Supermarket Operator of: A. What feedback it has or has not accepted and why; and B. The confirmed CTMP. (c) During Project construction, the Requiring Authority must: (i) As far as practicable, maintain vehicle access and Manoeuvrability for Delivery Vehicles from Maki Street to the Supermarket loading docks between 5am and 5pm, 7 days a week. Delivery Vehicle access and egress at the Maki Street Entrance shown on Schedule DC must be in a forward direction. (ii) Where it is not practicable to comply with (i) above, minimise the duration of disruption to Delivery Vehicles by ensuring:

Commented [NTC7]: The reference to clause 16(a) appears to have been duplicated. This should instead be to clause 16(b).

Commented [NTC8]: It appears as if the cross-references should be to Conditions 22 and 26 rather than 21 and 25:

- Condition 21 relates to Project information and maintenance of the Project website, whereas Condition 22 contains the Construction Traffic Management Plan (CTMP) that Condition 17 requires consultation on.
- Condition 25 relates to Permanent Vehicle Access, whereas Condition 26 contains the Westgate Precinct Construction Traffic Management requirements that Condition 17 is intended to address.

This is consistent with the context of Condition 17, which sits within the "Supermarket Access – Woolworths Westgate Shopping Centre" section of the Designation Conditions. It is also consistent with the Draft Conditions, which cross-referenced Conditions 16 and 16D. Following renumbering in the final Designation Conditions, those provisions became Conditions 22 and 26 respectively.

Commented [NTC9]: Vehicle access from Maki Street to the Supermarket relevant here is shown in Schedule C, not Schedule D. Schedule D shows the Point Chevalier supermarket access plan.

NoR number	Condition number	Condition
		A. any closure of access to and egress from (including Manoeuvrability) one Supermarket loading dock must not exceed two weeks without the prior written agreement of the Supermarket Operator; B. any closure of access to and egress from (including Manoeuvrability) both Supermarket loading docks must not exceed 12 consecutive hours without the prior written agreement of the Supermarket Operator; and C. provide the Supermarket Operator with at least 15 working days' notice in writing of the above. (d) Condition 17(c) does not apply in the case of an unforeseen emergency, however the Requiring Authority must minimise as far as practicable the duration of disruption to Delivery Vehicles in that event and must notify the Supermarket Operator as soon as practicable of any emergency affecting access.
ALL	18.	**Crime Prevention through Environmental Design** The Requiring Authority must design the Project to provide for personal safety by taking into account the National Guidelines for Crime Prevention through Environmental Design in New Zealand (November 2005), or any subsequent version.
1, 2 and 3	19.	**Height-in-relation-to-boundary** (a) Except as excluded in (b) below or as agreed with the Council, the Requiring Authority must design any retaining wall and/or bridge structure so that it does not exceed a height of 3 metres measured vertically from the ground level at the designation boundary where such boundary adjoins a Residential Zone at the time of designation. Thereafter, any part of a retaining wall and/or bridge structure must be set back 1 metre for every additional metre in height (i.e., 45 degrees) from the designation boundary. (b) The height-in-relation-to-boundary restriction in (a) does not apply: (i) Where the designation is directly to the south of land zoned Residential; or (ii) To gantries, signs, lighting, noise barriers and other similar ancillary structures.
ALL	20.	**Form and Landscaping Statement** (a) The Requiring Authority must prepare a Form and Landscaping Statement to be submitted with the relevant outline plan(s) for each stage of work. The objective of the Form and Landscaping Statement is to describe how the design of the permanent Project works has responded to the immediately adjoining environment. (b) To achieve the objective noted in (a) above, the Form and Landscaping Statement must provide a summary description of how the design of the permanent Project works for that stage of work has approached: (i) the height, shape, and bulk of major structures - including stations, bridges, underpasses, retaining walls and noise barriers, where relevant; (i) any walking and cycling connections with the adjacent network; (ii) the likely finished contour – including the extent and angle of batter slopes; (iii) vehicular access, circulation, and provision for parking – including station access, pick-up / drop-off areas, [park and ride NoR 1 and 4 Brigham Creek Station only]; (iv) the landscaping - including the location of any planting that is required under Condition ~~36~~37 (Landscape Planting); and (v) the interface with adjacent land use including open space zones. **Advice note:** *During development of design for the Project, the Requiring Authority will work collaboratively with the Council when considering the above matters. The Form and Landscaping Statement will be informed by that work.*
ALL	21.	**Project information**

Commented [NTC10]: Landscape Planting is provided for in Condition 37, not Condition 36. Condition 36 relates to the "Northwest Lava Flow, Western Springs – Outstanding Natural Feature".

NoR number	Condition number	Condition
		The Requiring Authority must maintain a website page, or equivalent online information source (Project website) which provides information updates on progress being made towards implementation of the Project. Prior to commencement of construction, the information provided on the Project website will be updated at six (6) monthly intervals. After commencement of construction of a particular stage of the Project, the information in relation to that part under construction will be updated at a minimum of three (3) monthly intervals until that part is completed.
CONSTRUCTION CONDITIONS		
ALL	22.	**Construction Traffic Management Plan (CTMP)** (a) The CTMP must be prepared prior to the start of construction works and must be provided to the Manager for information. The objective of the CTMP is to appropriately manage any adverse traffic safety and efficiency impacts on other road users and impacts on access to existing properties. (b) To achieve this objective, the CTMP must include: (i) Methods to manage the effects of temporary traffic management activities on the network; (ii) Measures to manage the safety of all transport users; (iii) The estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic congestion near schools or to manage traffic congestion; (iv) Site access routes for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) Identification of detour routes and other methods for the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) Measures to maintain the function of the existing North-Western Shared User Path to a reasonable level of service, to the extent that is reasonably practicable, and where this is not practicable, provide safe detour routes that provide a reasonable level of service; (vii) Measures to maintain safe and practicable access to and from properties and/or private roads where practicable, or to provide alternative arrangements when it will not be. The measures must include, as relevant, details of how access is managed for customer and staff access, service vehicles' loading and unloading of goods, rubbish collection, mail/courier deliveries, emergency access and access for active modes; (viii) The management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (ix) Methods that will be undertaken to communicate traffic management measures to affected road users and to communicate the measures to manage impacts on existing access to affected landowners and occupiers; (x) Details of how sequencing of Project works to mitigate effects on adjacent Arterial Roads has been considered; (xi) Details of how programming of Project works in relation to any known concurrent construction of infrastructure projects within SH16 or adjacent Arterial Roads has been considered; (xii) Details of minimum network performance parameters during the construction phase including the basis for those parameters and measures to monitor compliance; (xiii) Details of any measures proposed to be implemented in the event of minimum network performance parameters identified in Condition 2220(b)(xii) above are not achieved, including monitoring frequency and corrective actions; (xiv) Where Project works are within or directly adjacent to the Westgate area shown in Schedule J, methods to address Conditions 23 and 26;

Commented [NTC11]: This appears intended to be an internal cross-reference within Condition 22. The reference should be to Condition 22(b)(xii), which identifies the minimum network performance parameters referred to in this provision. Condition 20(b)(xii) as currently referred to does not exist.

NoR number	Condition number	Condition
		(xv) Where Project works are within or directly adjacent to open space zoned land, methods to address Condition 24; (xvi) Where Project works are within or directly adjacent to the Point Chevalier area shown in Schedule K, temporary traffic management arrangements for maintaining customer access, drive-through circulation, service vehicle access, delivery access, and active mode access to adjacent businesses; (xvii) Details of a Construction Traffic Issues Resolution Process for receiving, investigating and responding to construction traffic and access complaints. The process must include: A. Contact details for lodging a complaint; B. A process for acknowledging receipt of a complaint within two working days, or within 24 hours where the complaint relates to safety or access; C. A process for investigating the complaint and implementing reasonable corrective actions where the subject of the complaint is caused or exacerbated by the construction works; and D. A requirement to respond to the person who raised the issue or complaint to advise them of the outcome of the investigation and any corrective actions proposed or taken; (xviii) Auditing, monitoring and reporting relating to traffic management activities shall be undertaken in accordance with the requirements of the Road Controlling Authority.
2 and 5	23.	**Gunton Drive Access** (a) The Requiring Authority must maintain at least one traffic lane in one direction on Gunton Drive between Fred Taylor Drive and Tawhia Drive between 8am and 8pm, 7 days per week. (b) Where it is not practicable to comply with Condition 23(a), the relevant CTMP must demonstrate how safe and practicable access to properties within the Westgate area shown on Schedule J will be maintained, and must identify: (i) the expected duration of the closure; (ii) the alternative access arrangements; (iii) the traffic modelling relied on; (iv) the monitoring and response measures to be implemented; and (v) any consultation undertaken with directly affected landowners and occupiers. (c) Except in accordance with Condition 23(a)-(b) above, the Requiring Authority must not close or significantly restrict all vehicle access points from Gunton Drive to the NorthWest Centre shown on Schedule J at the same time, unless an alternative access arrangement is available and has been identified in the relevant CTMP. (d) Condition 23(a) - (c) does not apply in the case of an unforeseen emergency. However, in the event of an unforeseen emergency, the Requiring Authority must, as far as practicable, minimise the duration and extent of any closure or access restriction.
ALL	24.	**Open Space – Construction Access** The Requiring Authority must maintain safe and clearly identifiable public access (walking and cycling) through affected open space zoned land available for use during construction, as far as practicable. Such access must seek to minimise significant detours.
ALL	25.	**Permanent Vehicle Access** (a) Prior to submission of an Outline Plan for any part of the Project that will permanently alter an existing lawful vehicle access to a property, the Requiring Authority must consult with the relevant landowner and occupier about the proposed access arrangement. (b) The relevant Outline Plan must demonstrate how safe and practicable permanent vehicle access to that property will be provided, whether by reconfiguration of the existing access or by an alternative access arrangement.

<table>
<tr><th>NoR number</th><th>Condition number</th><th>Condition</th></tr>
<tr><td></td><td></td><td>(c) This condition does not apply where the relevant landowner has agreed in writing to the access arrangement, or where the relevant property interest has been acquired by the Requiring Authority.</td></tr>
<tr><td>2 and 5</td><td>26.</td><td>Westgate Precinct Construction Traffic Management
(a) Where Project works are within or directly adjacent to the Westgate area shown in Schedule J, the relevant CTMP must include a Westgate Precinct section.
(b) The Westgate Precinct section of the CTMP must include (as relevant):
(i) drawings showing the proposed construction staging, temporary traffic management layout, lane availability, turning movement availability, property access arrangements, active mode routes, and public transport arrangements;
(ii) traffic modelling or another appropriate method to demonstrate if works are predicted to materially reduce intersection capacity, lane capacity, stop-line capacity, turning movement capacity, access capacity or queue storage;
(iii) measures to minimise, as far as practicable, impacts of construction works on safe and practicable access to the Westgate area shown in Schedule J;
(iv) measures to minimise, as far as practicable, impacts of construction works on:
A. queue spillback onto SH16 ramps or through the Hobsonville Road / SH16 interchange; and
B. significant delays at the Hobsonsville Road / SH16 interchange.
(v) measures to manage construction traffic during peak retail trading periods, including the period from 1 December to 5 January;
(vi) details of consultation undertaken with Auckland Transport (or successor) and any directly affected landowner or occupier; and
a summary of any feedback received through any consultation, what changes have been made in response, and reasons for any feedback not adopted.</td></tr>
<tr><td>9 and 11</td><td>27.</td><td>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.
(b) Prior to submission of the Outline Plan for works affecting Point Chevalier Station, Parr Road North, the service lane as shown in Schedule K, the Requiring Authority must prepare a Point Chevalier Transport and Access Plan.
(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 maintain safe and practicable access, circulation and servicing for properties shown in Schedule K.
(d) The Point Chevalier Transport and Access Plan must include details of consultation undertaken with Auckland Transport (or successor), the Council and the property owners and occupiers of the Point Chevalier properties shown in Schedule K, a summary of feedback received, what changes have been made in response, and reasons for any feedback not adopted.
(e) The Point Chevalier Transport and Access Plan must be provided with the relevant Outline Plan.</td></tr>
<tr><td>ALL</td><td>28.</td><td>Construction Noise
(a) Construction noise must be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and must comply with the noise standards set out in Table 1 as far as practicable.
Table 1: Construction noise standards
<table>
<tr><th>Time of week</th><th>Time period</th><th>dB L_{Aeq}</th><th>dB L_{AFmax}</th></tr>
</table></td></tr>
</table>

NoR number	Condition number	Condition

Activities sensitive to noise			
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and public holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75
All other buildings occupied during the works			
All days	0730-1800	70	N/A
	1800-0730	75	N/A

(b) Where compliance with the noise standards set out in Table 1 is not practicable, the methodology in Condition ~~20~~ 31 must apply.

Commented [NTC12]: This correction updates the cross-reference to reflect the renumbering of conditions between the draft and final versions. The reference to Condition 20 has been carried over from the draft conditions, where the Schedule to a CNVMP was contained in that condition. In the final Designation Conditions, these requirements are contained in Condition 31.

ALL 29.

Construction Vibration Criteria

(a) Construction vibration must be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures.

(b) Construction vibration must comply with the vibration criteria set out in Table 2 as far as practicable.

Table 2: Construction vibration criteria

Receiver	Location	Details	Category A	Category B
Occupied sensitive use buildings *	Inside the building	2000-0630	0.3mm/s ppv	1mm/s ppv
		0630-2000	1mm/s ppv	5mm/s ppv
Other occupied buildings	Inside the building	0630-2000	2mm/s ppv	5mm/s ppv
Any buildings identified as Particularly Vibration Sensitive	Inside the building	As per relevant use above	As per relevant use above	2.5 mm/s ppv
All other buildings	Building foundation	Vibration – transient	5mm/s ppv	BS 5228-2 Table B.2

NoR number	Condition number	Condition
		<table><tr><td></td><td></td><td>Vibration - continuous</td><td></td><td>BS 5228-2 50% of Table B.2 values</td></tr></table> ** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – part 2: Vibration'* (c) Where compliance with the vibration criteria set out in Table 2 is not practicable, the methodology in Condition ~~20~~ 31 shall apply.
ALL	30.	**Construction Noise and Vibration Management Plan** (a) The Requiring Authority must engage a SQEP to prepare CNVMP prior to the start of construction. (b) The objective of the CNVMP is to identify: (i) How Conditions 28 and 29 will be achieved; and (ii) The Best Practicable Option for managing construction noise and vibration effects where compliance with Conditions 28~~27~~ and 29~~28~~ cannot practicably be achieved. (c) The CNVMP must be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' and shall, as a minimum, address: (i) a description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration criteria identified in Conditions 28 and 29; (iv) identification of receivers where noise and vibration criteria apply; (v) a hierarchy of management and mitigation options; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of a project liaison person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP in accordance with Condition 31; (xi) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xii) identify all buildings considered Particularly Vibration Sensitive. If the Ambassador Theatre is able to be retained in part or intact, then it must be considered as Particularly Vibration Sensitive as set out in Condition 29 Table 2 above; (xiii) the methodology and programme of desktop and field audits and inspections to be undertaken so that that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and updates of the CNVMP.
ALL	31.	**Schedule to a CNVMP** (a) A Schedule to the CNVMP (Schedule) must be prepared by a SQEP prior to the start of construction for an activity to which it relates, in consultation with the owners and occupiers of sites subject to the Schedule, when:

Commented [NTC13]: As above - This correction updates the cross-reference to reflect the renumbering of conditions between the draft and final versions. The reference to Condition 20 has been carried over from the draft conditions, where the Schedule to a CNVMP was contained in that condition. In the final Designation Conditions, these requirements are contained in Condition 31.

Commented [NTC14]: Condition 27 relates to the Point Chevalier Transport and Access Plan and does not address construction noise or vibration matters. Given the context, we consider the intended references are Conditions 28 and 29, which set out the construction noise and construction vibration criteria respectively. This is also consistent with the surrounding provisions in Condition 30, which are directed at achieving compliance with, and managing exceedances of, those noise and vibration standards.

NoR number	Condition number	Condition
		(i) construction noise is either predicted or measured to exceed the noise standards in Condition 28; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 29. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) Construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 28 and 29 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and any mitigation options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule must be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of the start of construction that are covered by the scope of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority must consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) above.
9 and 11	32.	**Built Heritage - Commercial Building [*Augier* condition], Ambassador Theatre and Fisheries Building [*Augier* condition] (Point Chevalier)** (a) To the extent practicable, the Requiring Authority must retain the original building footprints, located at and shown in Schedule E: (i) 1224-1228 Great North Road (Commercial Building); (ii) 1218-1220 Great North Road (Ambassador Theatre) AUP Sd Heritage Building 1680; and (iii) 1212-1216 Great North Road (Fisheries Building). (b) If retention of an entire original building footprints is not practicable; the Requiring Authority must undertake a building survey by a SQEP to determine whether it is reasonably practicable to retain: (i) part of the building including adaptive re-use in the project design; and (ii) AUP scheduled internal features of the Ambassador Theatre, if applicable. (c) If retention of any part of a building is not practicable, the Requiring Authority must: (i) Undertake archival documentation and recording of the Ambassador Theatre, if applicable; and (ii) Install interpretive material at the Point Chevalier Station that documents the heritage values of Point Chevalier town centre. (d) The Outline Plan must set out how the hierarchy of measures in (a) to (c) have been applied.
9	33.	**Built Heritage - Former Chamberlain Park Clubhouse**

NoR number	Condition number	Condition
		(a) To the extent practicable, the Requiring Authority must retain the original building footprint of the former Chamberlain Park Clubhouse located at 990 Great North Road, Western Springs and shown in Schedule F. (b) If the retention of the building is not practicable, the Requiring Authority must: (i) Undertake archival documentation and recording of the building; and (ii) Install interpretive material at the Western Springs Station that documents the heritage values of the original Chamberlain Park Golf Course clubhouse and surrounds. (c) The Outline Plan must set out how the hierarchy of measures in (a) and (b) have been applied.
9 and 11	34.	**Built Heritage Construction Management Plan** (a) The Requiring Authority must engage a SQEP to prepare a Built Heritage Construction Management Plan prior to the start of construction. The objective of the Built Heritage Construction Management Plan is to identify methods to manage construction effects on the buildings listed in Conditions 32 and 33 and adjacent to Scheduled Heritage Building [AUP 2798] former ASB Building, 1210 Great North Road, Point Chevalier, provided the building(s) are existing at the time of construction and will be retained. (b) The Built Heritage Construction Management Plan must include: (i) Measures to protect retained built heritage buildings from damage during construction, such as barriers and protective screens; (ii) Demolition and deconstruction methods for any heritage buildings not being retained; (iii) Pre- and post- construction works building condition surveys in accordance with the Construction Noise and Vibration Management Plan required by Condition 30 above; (iv) Measures to monitor the buildings during construction works; and (c) (v) Accidental damage protocols.
9	35.	**Waitītiko / Meola Creek, Western Springs - Outstanding Natural Feature** (a) If the Project includes works within the Outstanding Natural Feature (AUP ID 95), the Requiring Authority must design and construct a bridge structure to cross the Waitītiko / Meola Creek, Western Springs within that Feature. The bridge structure must not exceed two supporting piers (and any associated scour protection) in the ONF (either two individual piers or two sets of adjacent piers) and must be designed to minimise permanent adverse effects as far as practicable. (b) The Outline Plan(s) must describe the measures that will be implemented during construction to minimise any permanent effects on the ONF. The Requiring Authority must not locate construction laydown areas within the ONF.
9	36.	**Northwest Lava Flow, Western Springs - Outstanding Natural Feature** (a) The Project must be designed to minimise permanent effects on the exposed face of the Northwestern Lava Flow Outstanding Natural Feature (AUP ID 132) as far as practicable. (b) The Outline Plan(s) must describe the measures that will be implemented to minimise any permanent impacts.
ALL	37.	**Landscape Planting** (a) The Requiring Authority must, where practicable: (i) Retain existing mature, native vegetation; (ii) Plant at stations and batter slopes; (iii) Use eco-sourced native vegetation; (iv) Re-instatement planting of construction and site compound areas as appropriate; and

NoR number	Condition number	Condition
		(v) Integrate planting with any planting required by Designation Condition ~~26A~~ 38 and resource consents for the Project. (b) For planting under (a), the Requiring Authority must: (i) Undertake planting within the first planting season following Completion of Construction; (ii) undertake ground preparation (top soiling and decompaction) and mulching where appropriate; (iii) undertake pest plant control for a five year period; and (iv) monitor planted areas and undertake replacement planting as necessary for a five year period or until 80% canopy cover is achieved (whichever is less). (c) The measures described in (a) must be shown in the Form and Landscaping Statement submitted with the Outline Plan.
10	38.	**Arch Hill Scenic Reserve – Native Vegetation Removal** (a) If native vegetation within the Designation is removed in Arch Hill Scenic Reserve shown in Schedule G, the Requiring Authority must: (i) for temporary construction works, plant native vegetation in those areas where vegetation was removed. (ii) for permanent works, plant an equal area (in m^2) within Arch Hill Scenic Reserve or if not practicable elsewhere within the Designation. (b) For planting under (a) the Requiring Authority must: (i) engage a SQEP to advise on location and determine plant species and sourcing, density and sizing; (ii) undertake eco-sourced planting within the first planting season following completion of construction where practicable; (iii) undertake pest plant control for a five year period; and (iv) monitor planted areas and undertake replacement planting for a five year period or until 80% native canopy cover is achieved (whichever is less).
9 and 10	39.	**Tree Protection Methodology** (a) Prior to the start of construction, the Requiring Authority must engage a SQEP to prepare a tree protection methodology for the trees identified in Schedule H (existing at the time of construction). The tree protection methodology must demonstrate how the design and location of the Project has avoided, remedied or mitigated effects on any tree listed in Schedule H. (b) The methodology must include: (i) Procedures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and (ii) Methods and procedures to be used when the trees are pruned and/or work is undertaken within the rootzone.
9 and 10	40.	**Geotechnical Design Statement** Prior to the start of construction at Waterview Interchange or Arch Hill Scenic Reserve as shown in Schedule Ls, the Requiring Authority must provide a copy of a Geotechnical Design Statement to the Council for information purposes. The Geotechnical Design Statement must be prepared by a SQEP and confirm that there will be no material adverse effects to land, buildings or infrastructure beyond the designation boundary arising from both temporary and permanent works associated with the Project.
OPERATIONAL CONDITIONS		
ALL	41.	**Operational Traffic** **Low Noise Road Surface**

Commented [NTC15]: We consider this cross-reference should be updated to Condition 38. The existing reference reflects numbering from the draft version of the conditions, where the Arch Hill Scenic Reserve native vegetation provisions were contained in Condition 26A. Condition 26A was accepted by the Panel in the Decision at paragraph 420. In the final Designation Conditions, these same requirements are contained in Condition 38.

NoR number	Condition number	Condition
		The Requiring Authority must implement an asphalt surface or similar low noise road surface throughout the Project (excluding any existing local roads with chip seal).
2, 3, 6, 8, 9, 10 and 12	42.	For the purposes of Conditions 43 to 51: (a) NZS 6806 – means NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (b) Building-Modification Mitigation – has the same meaning as in NZS 6806; (c) Noise Barrier is any barrier that has a minimum surface density of 15 kg/m^2 and is designed to have no gaps between the panels and the ground and between panels (d) Habitable Space – has the same meaning as in NZS 6806; (e) Mitigation – has the same meaning as in NZS 6806; (f) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule I "Identified PPFs"; (g) Structural mitigation – has the same meaning as in NZS 6806; (h) Design Year – means the year 2051; (i) Do-nothing scenario – has the same meaning as in NZS 6806; and (j) Detailed design scenario – means the Project and State Highway 16 with traffic volumes for the Design Year, with any BPO structural mitigation implemented.
2, 3, 6, 8, 9, 10 and 12	43.	As part of the detailed design of the Project, a SQEP must determine the BPO structural mitigation for mitigating noise effects on PPFs. The SQEP must, as part of the BPO, consider if existing Noise Barriers could be retained or altered.
2, 3, 6, 8, 9, 10 and 12	44.	(a) Prior to the start of construction works, a SQEP must identify those PPFs where, following implementation of BPO structural mitigation: (i) The external traffic-noise level at the façade facing the Project is higher than 67 dB $L_{Aeq(24h)}$; and (ii) A noise level increase of 1 dB or more will occur due to the Project implementation; and (iii) where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces ('Category C Buildings') as far as reasonably practicable. Such PPFs will be classified as "Category C Buildings". (b) The noise level increases discussed above must be based on a comparison of the Do-nothing scenario and the Detailed design scenario.
2, 3, 6, 8, 9, 10 and 12	45.	Prior to the start of construction in the vicinity of each Category C Building, the Requiring Authority must write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within 12 months of the date of the Requiring Authority's letter, the Requiring Authority must instruct a SQEP to visit the building and assess the noise reduction performance of the existing building envelope.
2, 3, 6, 8, 9, 10 and 12	46.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 45 above if: (a) the Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) the building owner did not agree to entry, or the building owner agreed to entry but the Requiring Authority could not gain entry, within 12 months of the date of the Requiring Authority's letter sent in accordance with Condition 45 above (including where the owner did not respond or entry was denied by a tenant within that period); or (c) the building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If (b) or (c) above apply to a Category C Building, the Requiring Authority is not required to offer to implement Building-Modification Mitigation to that building.

NoR number	Condition number	Condition
2, 3, 6, 8, 9, 10 and 12	47.	Subject to Condition 46 above, within six months of the assessment undertaken in accordance with Condition 45, the Requiring Authority must write to the owner of each Category C Building advising: (a) if Building-Modification Mitigation is required and reasonably practicable to achieve 40 dB $L_{Aeq(24h)}$ inside habitable spaces; and (b) the options available for Building-Modification Mitigation to the building, if required and reasonably practicable; and (c) that the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
2, 3, 6, 8, 9, 10 and 12	48.	Once Building-Modification Mitigation has been agreed, it shall be implemented in a reasonable and practical timeframe by arrangement with the owner.
2, 3, 6, 8, 9, 10 and 12	49.	Subject to Condition 45, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 44 if: (a) the Requiring Authority has completed Building Modification Mitigation to the building; or (b) an alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) the building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 4447 (including where the owner did not respond within that period); or (d) the building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
2, 3, 6, 8, 9, 10 and 12	50.	All noise barriers required as determined by the BPO assessment in accordance with Condition 43 must be installed prior to the opening of the Project.
2, 3, 6, 8, 9, 10 and 12	51.	The Noise Barriers that are part of the BPO must be maintained so they retain their noise reduction performance as far as practicable.
ALL	52.	**Designation removal** As soon as practicable following completion of construction of the entire Project, the Requiring Authority shall give notice to Auckland Council in accordance with section 182 of the RMA (or its equivalent) for removal of those parts of the designation that are not required for the long-term operation, maintenance and mitigation of effects of the Project.

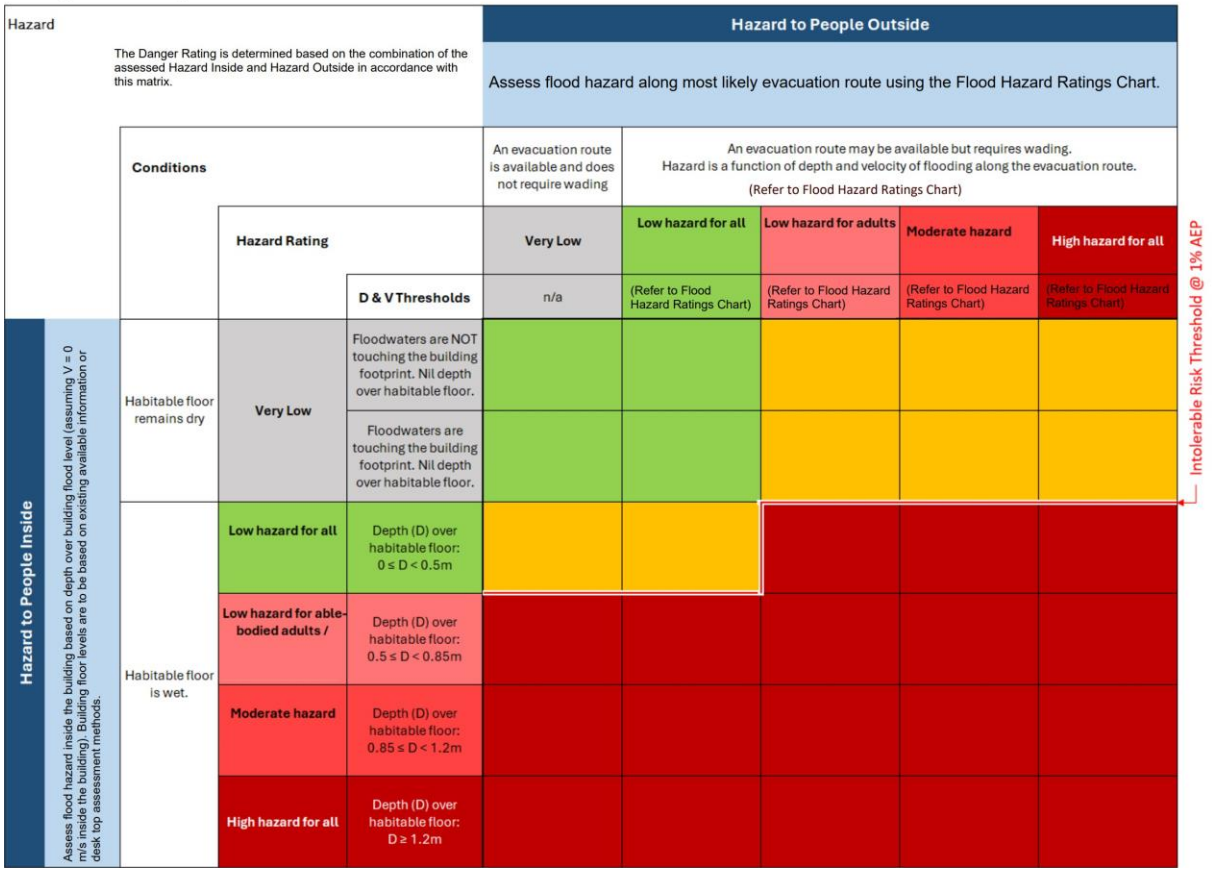
Commented [NTC16]: It appears that the cross-references should refer to Condition 47 rather than Condition 44, as Condition 47 is the condition under which the Requiring Authority must provide a letter giving the building owner three months to decide whether to accept Building-Modification Mitigation for the building.

Schedule A. Project Boundary for the Northwest Rapid Transit Project

[Attached separately]

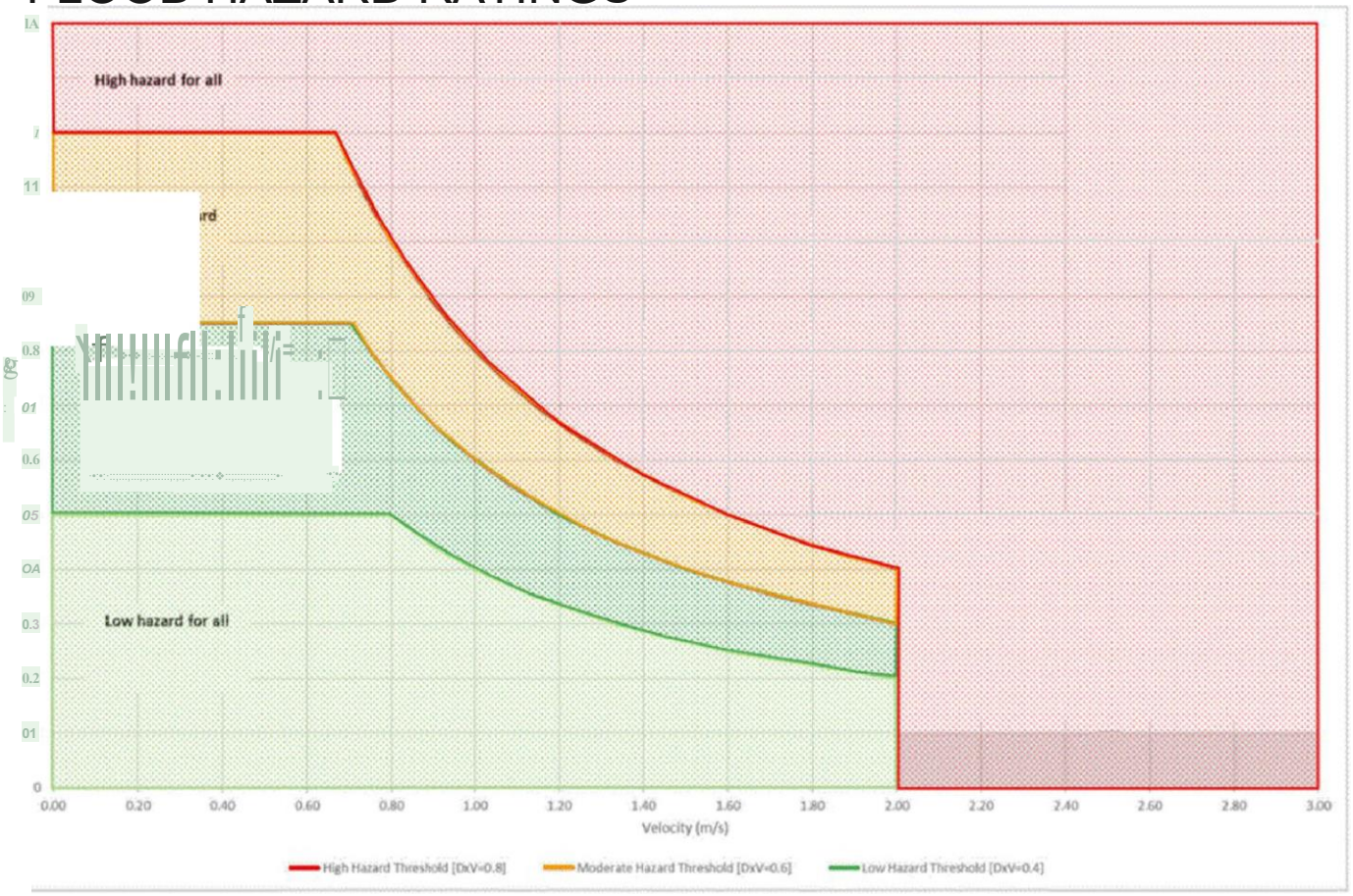
Schedule B. Danger Rating Matrix and Flood Hazard Ratings

Danger Rating Matrix



DANGER RATING KEY
- HIGH DANGER
- MODERATE DANGER
- LOW DANGER

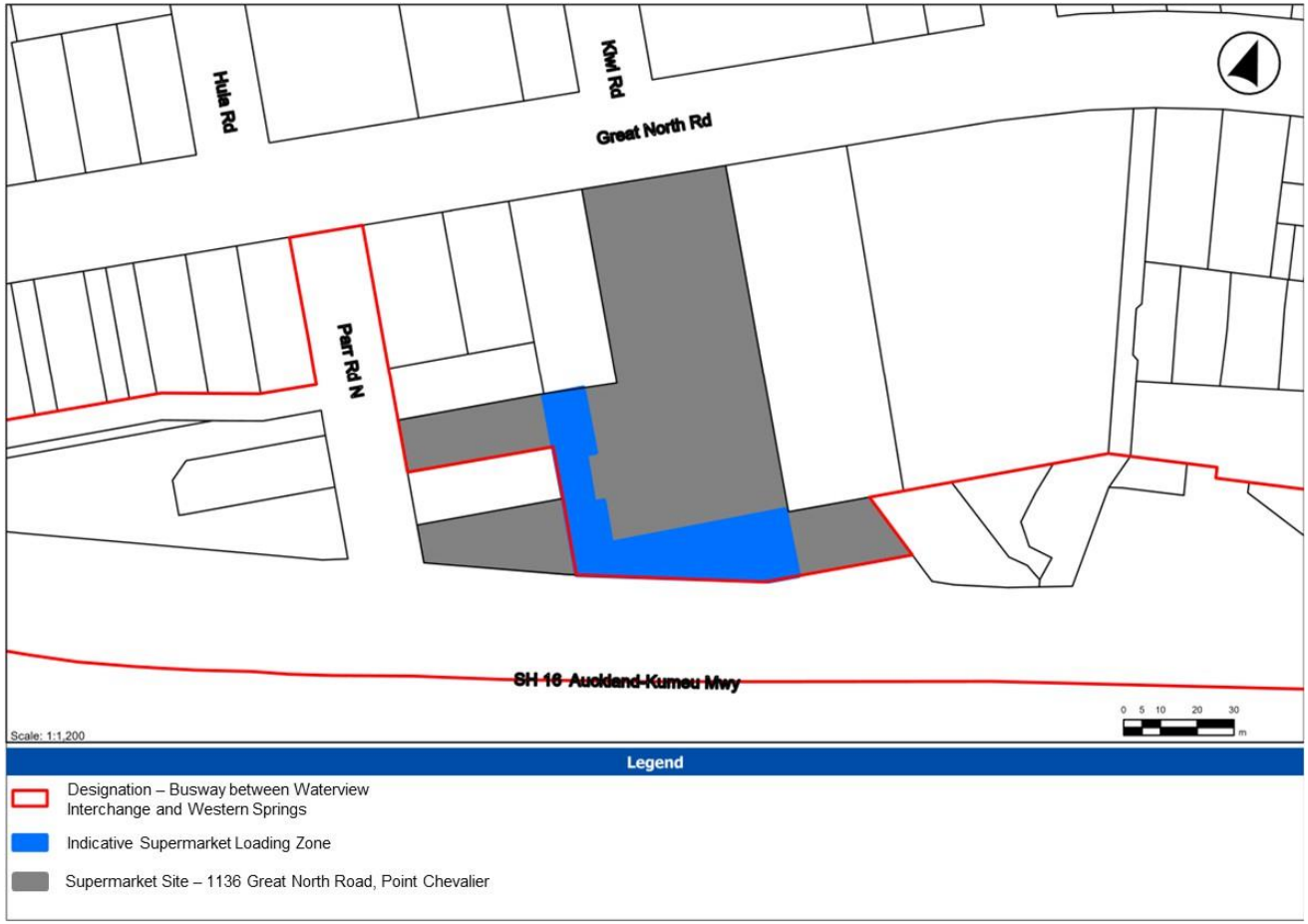
FLOOD HAZARD RATINGS



Schedule C. Westgate Supermarket (NoR 2 and 5)



Schedule D. Supermarket Access – 1136 Great North Road, Point Chevalier (NoRs 9 and 11)



Schedule E. Original building footprints, Commercial Building, Ambassador Theatre and Fisheries Building – Point Chevalier – NoR 9 and 11




Legend
De:sigll'lalion
Origfnal building foo:lp111inls
CommeJcialbuilclling 1224-1228 Great North Road
Ambassador Theatre, 1218..1220 Great Nm11h Road
F□he:ries Building', 12t2-1216 Gresl., octh Road
Great North Road
Parr Road North
Carrington Road
1
2
3

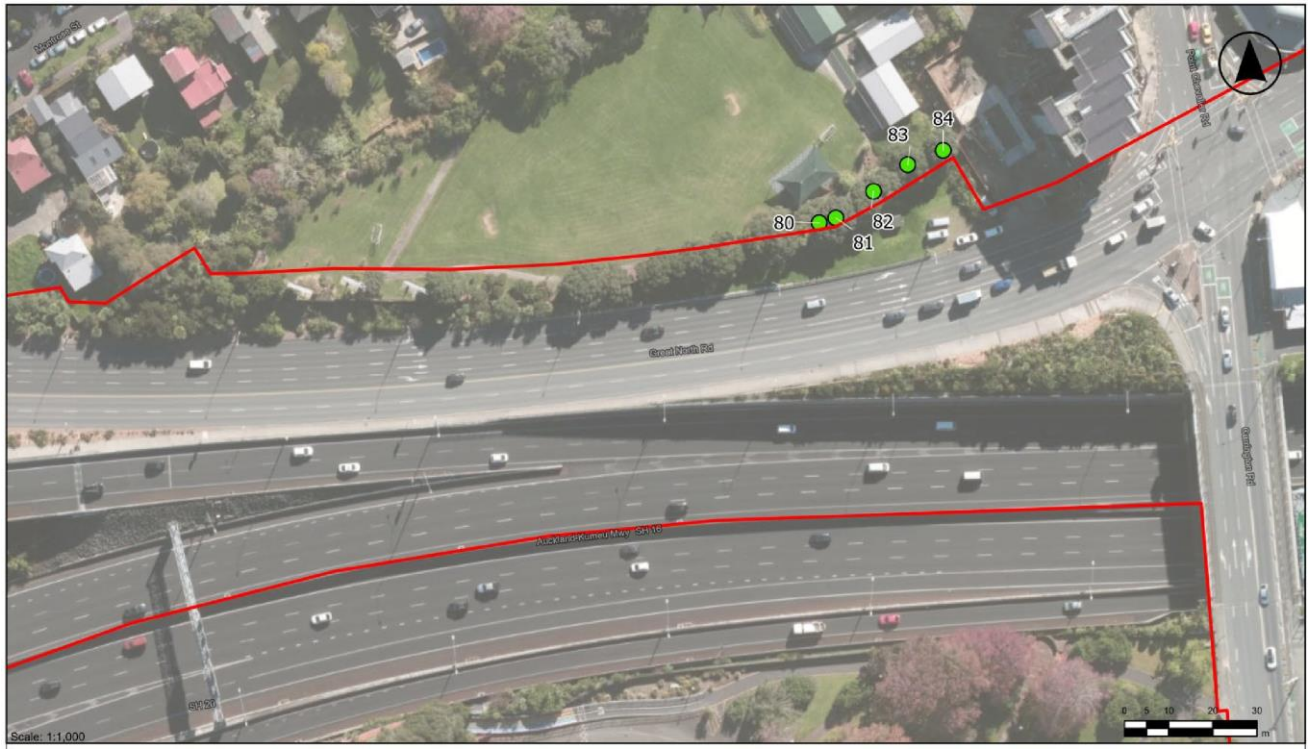
Schedule F. Former Chamberlain Clubhouse – NoR 9



Schedule G. Arch Hill Scenic Reserve NoR 10



Schedule H. Tree Schedule – NoR 9



Legend

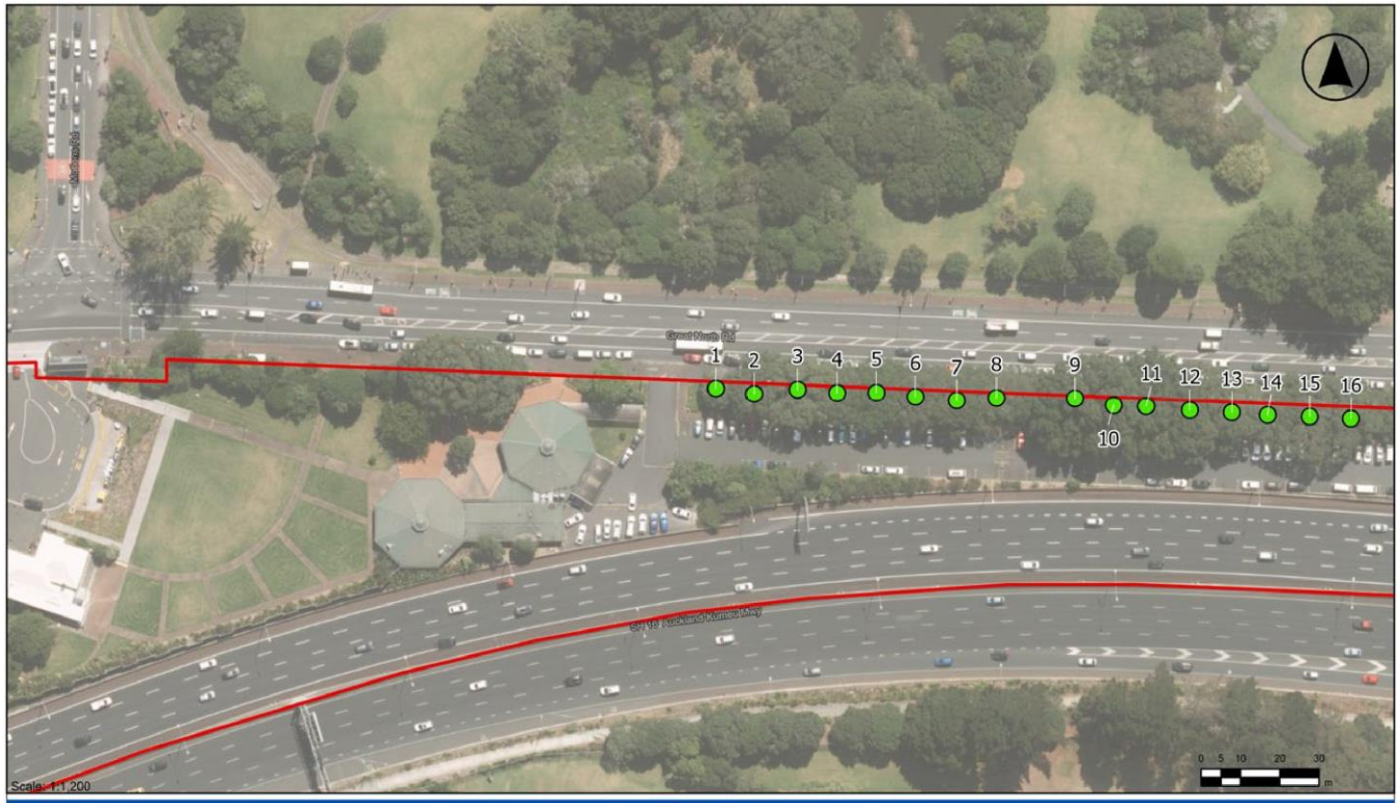
Northwest Rapid Transit

D Designation - Busway between Waterview interchange and Western Springs

Tree locations

0 Trees





Legend

Northwest Rapid Transit

c:J Designation • Busway lbetweern Waterview interchange and Western Spring1s

Tree locations

0 Trees





Legend

Northwest Rapid Transit

C:J Designation - Busway between Waterview interchange and Western Springs

Tree locations

0 Trees





Legend

Northwest Rapid Transit

C:J Designation - Busway between Waterview interchange and Western Springs

Tree locations

0 Trees



Schedule H. Tree Schedule – NoR 10



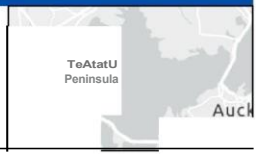
Legend

Northwest Rapid Transit

C:J Designation - Busway between Western Springs and Ian McKinnon Drive

Tree locations

0 Trees



Schedule I. (Identified PPFs) – NoR 2




Scale: 1:2,050
0 12.5 25 50 75
m
Legend
Northwest Rapid Transit
CJ Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Manutewhau
Protected Premises and Facilities
Te Atatu Peninsula
Auck



Legend

Northwest Rapid Transit

CJ Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Manutewhau

Protected Premises and Facilities

c

Te Atatu Peninsula

Auck



Legend

Northwest Rapid Transit

CJ Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Manutewhau

Protected Premises and Facilities

CJ

Te Atatu Peninsula

Auck



Legend

Northwest Rapid Transit

CJ Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Manutewhau

Protected Premises and Facilities

CJ

Te Atatu Peninsula

Auck


Scale: 1:2,050
0 12.5 25 50 75
Legend
Northwest Rapid Transit
CJ Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Manutewhau
Protected Premises and Facilities
0
Te Atatu Peninsula


Scale: 1:2,050
0 12.5 25 50 75
Legend
Northwest Rapid Transit
CJ Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Manutewhau
Protected Premises and Facilities
Te Atatu Peninsula



Legend

Northwest Rapid Transit

CJ Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Manutewhau

Protected Premises and Facilities

- Building Outline

L Street Boundary





Legend

Northwest Rapid Transit

CJ Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Manutewhau

Protected Premises and Facilities

- Building Outline

L Street Boundary





Legend

Northwest Rapid Transit

CJ Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Manutewhau

Protected Premises and Facilities

- Building Outline

Te Atatu Peninsula

Schedule I. (Identified PPFs) – NoR 3



Legend

Northwest Rapid Transit

D Designation - Busway between Royal Road Manutewhau station and Te Whau River

Protected Premises and Facilities

- Building Outline





Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River

Protected Premises and Facilities

- Building Outline





Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River

Protected Premises and Facilities

- Building Outline





Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River




Scale: 1:2,150
0 12.5 25 50 75
Legend
Northwest Rapid Transit
CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River
Protected Premises and Facilities
- Building Outline
Te Atatu Peninsula
CJ
Auck



Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River

Protected Premises and Facilities

- Building Outline





Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River





Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River




Scale: 1:2,150
0 12.5 25 50 75
m
Legend
Northwest Rapid Transit - Busway between Royal Road and Te Whau River
Designation boundary
Mahurehau stream
Te Atatu Peninsula
Aue



Legend

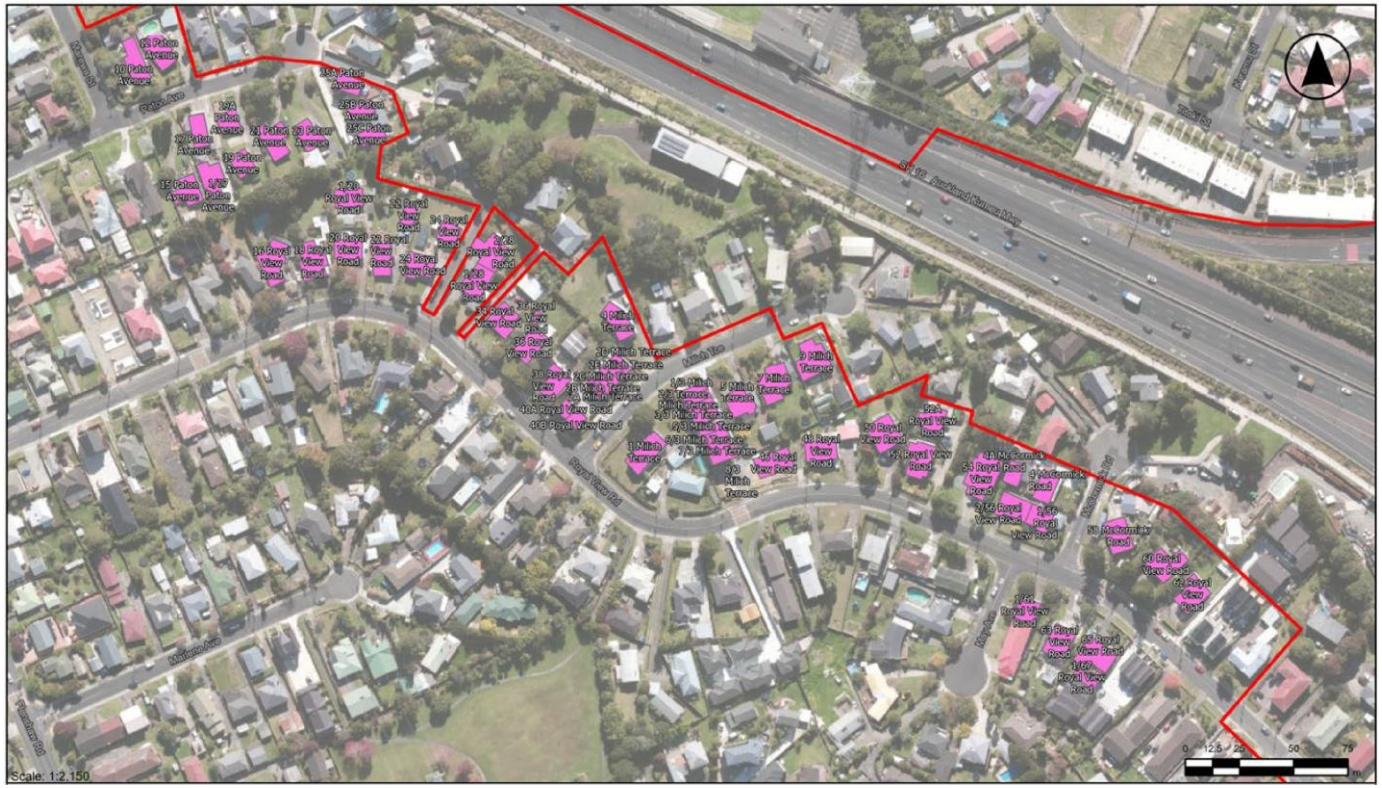
Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River

Protected Premises and Facilities

- Building Outline

Te Atatu Peninsula



Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River

Protected Premises and Facilities

- Building Outline





Legend

Northwest Rapid Transit

D Designation - Busway between Royal Road Manutewhau station and Te Whau River

Protected Premises and Facilities

- Building Outline



Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River

Te Atatu Peninsula



Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River





Legend

Northwest Rapid Transit

CJ Designation - Busway between Royal Road Manutewhau station and Te Whau River

Protected Premises and Facilities

- Building Outline

Te Atatu Peninsula

CI



Schedule I. (Identified PPFs) – NoR 6



Schedule I. (Identified PPFs) – NoR 8



Schedule I. (Identified PPFs) – NoR 9



Legend

Northwest Rapid Transit

D Designation - Busway between Waterview Interchange and Western Springs




Scale: 1:2,500
0 15 30 60 90
m
Legend
Northwest Rapid Transit
CJ Designation· Busway between Waterview Interchange and Western Springs
Te Atatu Peninsula



Legend

Northwest Rapid Transit

D Designation - Busway between Waterview Interchange and Western Springs

Protected Premises and Facilities

- Building Outline

Auckland

Piha



Legend

Northwest Rapid Transit

D Designation - Busway between Waterview Interchange and Western Springs

Protected Premises and Facilities

- Building Outline

Auckland

Piha


Scale: 1:2,500
0 15 30 60 90
m
Legend
Northwest Rapid Transit
CJ Designation· Busway between Waterview Interchange and Western Springs
Te Atatu Peninsula
Auck
D


Scale: 1:2,500
0 15 30 60 90
m
Legend
Northwest Rapid Transit
CJ Designation· Busway between Waterview Interchange and Western Springs
Te Atatu Peninsula
Auck
D

Schedule I. (Identified PPFs) – NoR 10



Legend

Northwest Rapid Transit

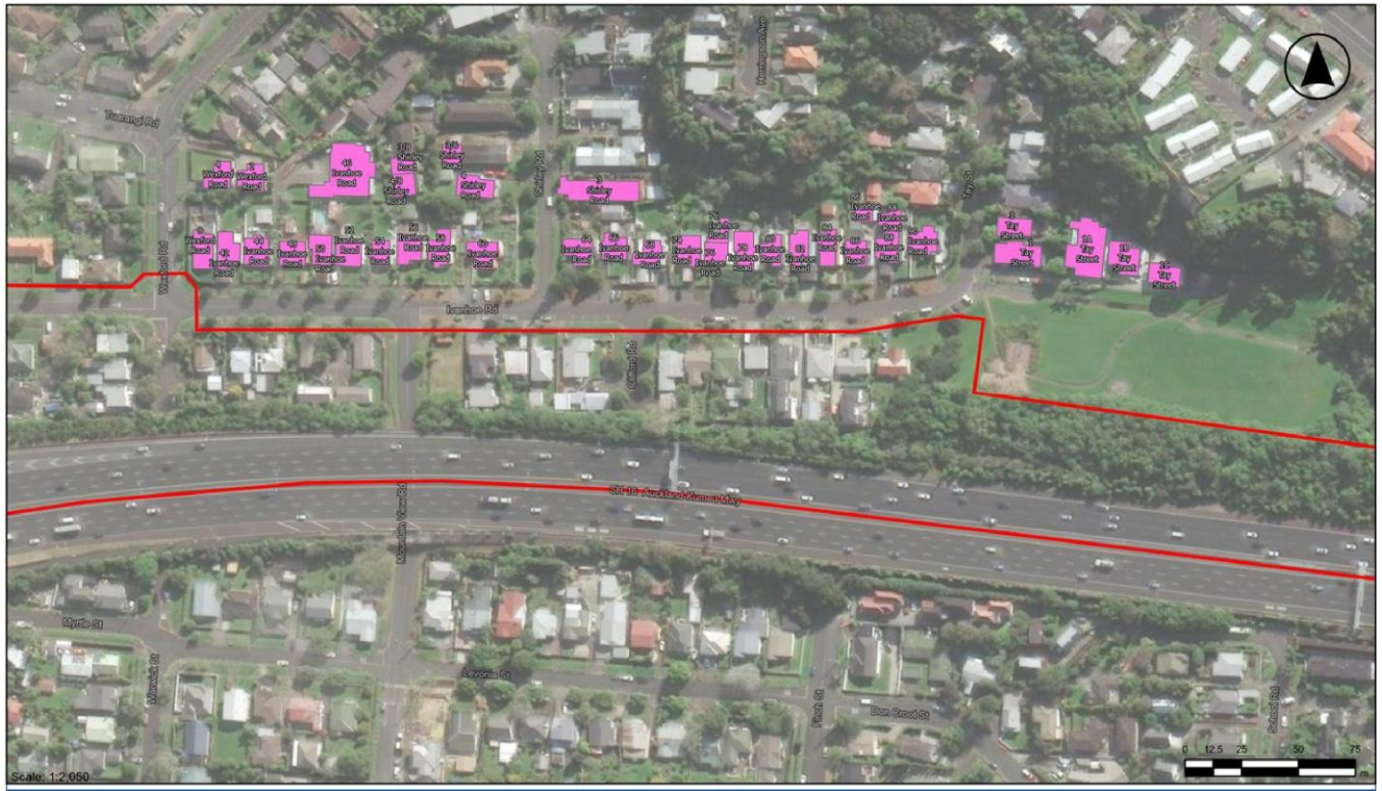
D Designation - Busway between Western Springs and Ian McKinnon Drive

Protected Premises and Facilities

- Building Outline

Muriwai

Aus:,klaod



Legend

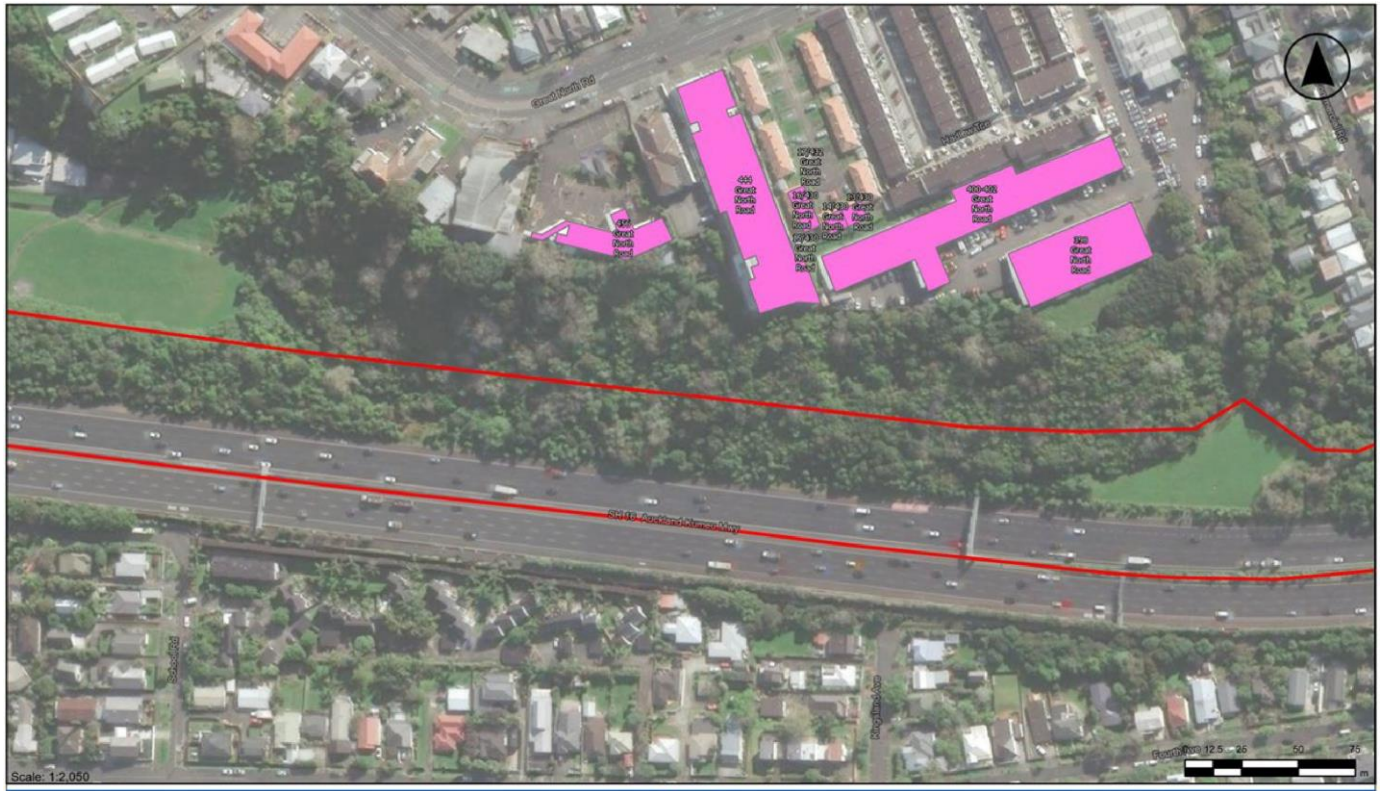
Northwest Rapid Transit

D Designation - Busway between Western Springs and Ian McKinnorn Drive

Protected Premises and Facilities

- Building Outline





Legend

Northwest Rapid Transit

C:J Designation - Busway between Western Springs and Ian McKinnon Drive

Protected Premises and Facilities

- Building Outline





Legend

Northwest Rapid Transit

C:J Designation - Busway between Western Springs and Ian McKinnon Drive

Protected Premises and Facilities

- Building Outline





Legend

Northwest Rapid Transit

C:J Designation - Busway between Western Springs and Ian McKinnon Drive

Protected Premises and Facilities

- Building Outline





Legend

Northwest Rapid Tr.insit

c::J Designation - Busway between Western Springs and Ian McKinnon Drive

Protected Premises ;md F.ic;:ilitfes

- Building Outline

Te Atatu Penins;ula




Scale: 1:2,050
0 12.5 25 50 75
m
Legend
Northwest Rapid Transit
C:J Designation - Busway between Western Springs and Ian McKinnon Drive
Protected Premises and Facilities
Building Outline
Te Atatu ?eninsul
Auck
c

Schedule I. (Identified PPFs) – NoR 12



Attachment B: Appendix A2 with corrected labelling of Schedule K



Legend

- Designation Boundary
- NorthWest Centre
- Westgate area construction traffic management

Scale: 1:9,639

Scale Bar

0 55 110 220 330 m


NoR 5 Schedule J
Kakano Road
Pua Street
Matakohe Road
Spring Garden Avenue
Te Māra Road
Barbour Road
Kedgley Drive
Gunton Drive
Tawhia Drive
Maki Street
Fred Taylor Drive
Rotu Drive
Rua Hills Parade
Tarapuka Road
Dunlop Road
Baker Lane
Rahopūru Road
Manarini Road
Don Buck Road
Te Oranui Way
Fernhill Drive
Westgate Drive
Lazurite Drive
Upper Harbour Motorway
State Highway 18
State Highway 16
Trig Road
Hobsonville Road
Mona Vale
Cyril Crescent
Fitzherbert Avenue
Elizabeth Drive
Midgley Road
Moire Road
Oreil Avenue
Holmes Drive
Auckland-Kumeu Motorway
Legend
Designation Boundary
NorthWest Centre
Westgate area construction traffic management
Scale: 1:9,639
Scale Bar
0 55 110 220 330
m



Legend

- Designation Boundary
- Point Chevalier properties
- Parr Road North and Service Lane

Scale: 1:1,033

Scale Bar

0 5 10 20 30

m

NoR 11 Schedule K



Legend

- Designation Boundary
- Point Chevalier properties
- Parr Road North and Service Lane

Scale: 1:1,200

Scale Bar

0 5 10 20 30 m