



# TE ARA HAUĀURU NORTHWEST RAPID TRANSIT

## PART 2: THE PROJECT

NZ TRANSPORT AGENCY WAKA KOTAHI

15 DECEMBER 2025

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## Acronyms, definitions and abbreviations

Acronym/term	Description
AEP	Annual Exceedance Probability
AMP	Archaeological Management Plan
Application	This FTAA application for resource consents, designations and archaeological authorities for the North West Rapid Transit Project
AT	Auckland Transport (or successor organisation)
AUDO	Auckland Urban Design Office
AUP	Auckland Unitary Plan (Operative in part)
BRT	Bus Rapid Transit
CMA	Coastal Marine Area
Council	Auckland Council
dB	Decibel
DoC	Department of Conservation
EPA	Environmental Protection Authority
EPO	Emerging Preferred Option
FTAA	Fast-track Approvals Act 2024
GPS	Government Policy Statement on Land Transport 2024
GRPA	Government Roding Powers Act 1989
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
IWG	Iwi Working Group
LTMA	Land Transport Management Act 1998
MACAA	Marine and Coastal Area (Takutai Moana) Act 2011
MHUD	Ministry of Housing and Urban Development
MoE	Ministry of Education
MoT	Ministry of Transport
MSE	Mechanically Stabilised Earth
Network Utility Operator	NUO
NoR	Notice of Requirement
NZTA	NZ Transport Agency Waka Kotahi
Outline Plan	Outline Plan of Work
Part 3	Part 3 (Project Benefits) of this Application

Acronym/term	Description
Part 4	Part 4 (Resource Management Act 1991 Approvals) of this Application
Part 5	Part 5 (Heritage New Zealand Pouhere Taonga Act Approvals) of this Application
Part 6	Part 6 (Drawings and Attachments) of this Application
Project	Te Ara Hauāuru North West Rapid Transit project
Project Area	The Proposed Designation and the extent of the coastal occupation permits sought
Proposed Designation	The area defined by the Proposed Designation boundary as shown on the Proposed Designation Plans in Part 6
PSC	Project Steering Committee
PWA	Public Works Act 1981
RMA	Resource Management Act 1991
RTS	Rapid Transit System
SH16	State Highway 16
TRIC	Auckland Council Transport, Resilience and Infrastructure Committee
WX1	Western Express 1

## 1. The Project

### 1.1 Project overview

The New Zealand Transport Agency Waka Kotahi (NZTA) proposes Te Ara Hauāuru, the Northwest Rapid Transit Project (the Project).

The Project involves the construction, operation and maintenance of new bus rapid transit (BRT) facilities alongside State Highway 16 (SH16) 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 at Brigham Creek Rarawaru as shown in Figure 1-1. The Project also includes connections to the local bus and road network. The Project relies on the existing bus shoulder lanes along the causeway between Te Atatū and the Waterview interchange.

The Project will provide high-quality and frequent public transport services along SH16, increase transport choice and accessibility to key destinations, and support urban growth in the northwest of Auckland.



Figure 1-1: Project overview map

### 1.2 The need for the Project

Currently, Auckland's northwest is one of the city's largest population growth areas with an additional 100,000 people expected to be living in the area, and 40,000 new homes by 2051. Household and residential population growth from 2018 to 2051 by local board area along the Project corridor is shown in Figure 1-2. The existing Northwestern Motorway (SH16) has several transport challenges relating to long and unreliable travel times and insufficient capacity which impact on accessibility. It lacks reliable public transport options for the northwest communities, which affects passenger and freight movement and limits demand for land development.

If rapid transit is not delivered:

- Traffic congestion and travel times will get worse as growth in the northwest continues, impacting freight services and economic productivity;
- Bus services will become overcrowded, unreliable and late; and
- Bus interchanges will remain unsafe, with limited attractive passenger facilities.

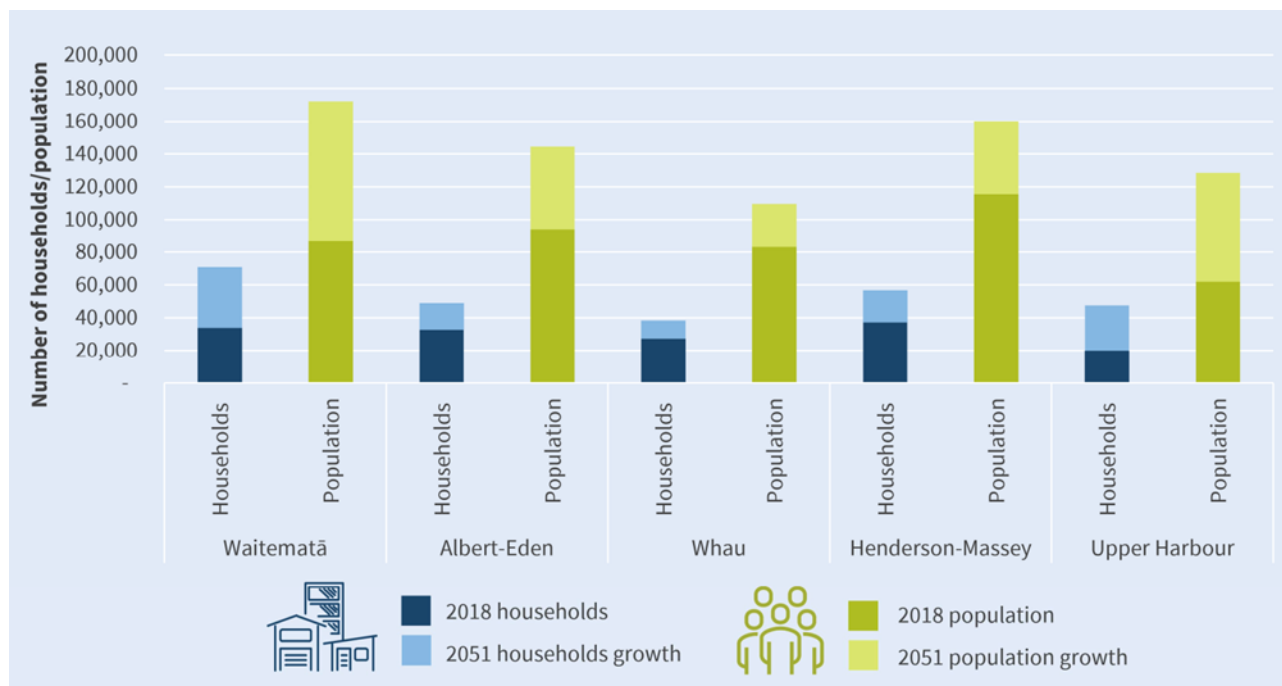


Figure 1-2: Household and residential population growth from 2018 to 2051 by local board area<sup>1</sup>

The Project will deliver the following outcomes:

- Drive economic growth and productivity – efficiently connecting more people with more jobs and education opportunities;
- Support growth and urban development – stations will anchor new housing areas, support infill housing and enable high density housing and jobs around stations;
- Provide a value for money investment – the busway can be built over time through a series of continual improvements to existing infrastructure and bus services; and
- Create better transport choices – faster and more reliable journey times.

Through the provision of a new separated busway, the Project will significantly decrease bus travel times for passengers travelling between northwest Auckland and the city centre. Bus travel times between Westgate Te Waiarohia station and Karanga-a-Hape station (delivered as part of the City Rail Link project) in the city centre are expected to reduce to 22 minutes, saving up to 15 minutes compared to the existing Western Express (WX1) bus service. The key benefits of the Project are outlined in more detail in Part 3.

### 1.3 Project objective

NZTA's objective for the Project is to:

***“Provide bus rapid transit facilities alongside SH16 between the SH16/Brigham Creek Road intersection and Ian McKinnon Drive, including stations that integrate with the surrounding transport network.”***

### 1.4 What is rapid transit

Rapid transit is fast, frequent and reliable public transport that carries large numbers of people on dedicated corridors separated from other traffic. This means it is unaffected by general traffic congestion – like the

<sup>1</sup> Auckland Council (November 2023) *Auckland Council capacity for growth study 2022/2023 30-year population, household and employment medium growth projection i11.6.*

Northern Busway on the Northern Motorway (SH1). Rapid transit can come in a variety of modes including rail, bus and ferry. A successful rapid transit system (RTS) attracts patrons and shifts people from private cars to public transport. To be successful, rapid transit needs to provide for speed, reliability, high capacity, and ease of use, all within a dedicated corridor that ensures minimal disruption from other traffic. It should also be well-integrated with the wider transportation network. These features (discussed in more detail below in relation to BRT) have informed the design of the Project.

#### **1.4.1 Speed and reliability**

The BRT needs to operate on dedicated lanes, separated from general traffic. This separation ensures speed and reliability, minimising delays caused by general traffic congestion. BRT needs high frequency of service, meaning buses arrive at the stations frequently and reliably. This frequency allows passengers to "turn up and go," reducing wait times and making the system more attractive. Passengers need to be able to rely on the system's schedule to plan their journeys.

Travel times should be more reliable and consistent than alternative modes of transportation, particularly private vehicles, ideally matching or exceeding car travel times to and from the city centre.

#### **1.4.2 Capacity**

BRT needs to move large numbers of people quickly and efficiently. This requires large capacity vehicles (e.g. double-decker buses or articulated buses) to accommodate the high demand. Stations and platforms need to be designed to handle the high volume of passengers.

#### **1.4.3 Ease of use**

BRT should be easy to understand and navigate, with clear signage and information available to passengers. A single payment method should be accepted across the entire transit network. The system needs to be accessible for all mobility levels including people with disabilities, the elderly, and those with children or luggage.

#### **1.4.4 Integration and connectivity**

The BRT should be well-integrated with local bus services and active transportation (walking and cycling).

### **1.5 Description of the Project**

This description of the Project is based on the *'Indicative Design'* of the Project as shown in the drawings in Part 6 that will be confirmed during detailed design. Detailed design may result in refinements to the Indicative Design; however, the Project will remain within the Proposed Designation.

The Project comprises a two-way separated busway on the southern side of SH16 between the Brigham Creek Road/SH16 intersection and Te Atatū, using the existing bus shoulder lanes along the existing causeway between Te Atatū and the Waterview Interchange. The two-way separated busway continues alongside the northern side of SH16 between the Waterview Interchange and Ian McKinnon Drive.

The Project includes the following key features:

- New stations at Brigham Creek Rarawaru (with Park and Ride facility), Westgate Te Waiarohia, Royal Road Mānutewhau, Lincoln Road Wai o Pareira, Te Atatū Ōrangihina, Point Chevalier and Western Springs.
- Structures including bridges, underpasses and retaining walls alongside SH16.
  - Two bridge crossings are located over two tributaries of the Wai-o-Pareira/Henderson Creek (which is within the Coastal Marine Area (CMA) and other bridges will cross over Tōtara Creek, Rarawaru Stream, and Meola Creek.
- New or modified stormwater management system(s) including stormwater treatment devices, culvert extensions and stormwater outfalls.
- Improvements to the local road network to enable connectivity to the bus stations for local bus services as necessary for the Project.

- Realignment of sections of the existing Northwestern Shared User Path (SUP) where the Project will impact the existing alignment.
- Protection and/or relocation of existing utilities (water, wastewater, power, communications, gas) as necessary for the Project.
- Details such as lighting, pavements, signage, building elements, landscaping and the final form of earthwork batters or retaining walls will be confirmed at detailed design and prior to implementation.

## 1.5.1 Typical cross sections

The busway cross section generally comprises two bus lanes, shoulders on each side (with a rigid barrier) and a median.

Buses travelling between Te Atatū and Waterview (across the SH16 causeway) will travel on the existing bus shoulder lanes during peak periods, and buses will use existing general traffic lanes in uncongested conditions.

## 1.5.2 Stations

Seven stations are proposed as follows:

- Brigham Creek Rarawaru station (with Park and Ride facility);
- Westgate Te Waiarohia station;
- Royal Road Mānutewhau station;
- Lincoln Road Wai o Pareira station;
- Te Atatū Ōrangihina station;
- Point Chevalier station; and
- Western Springs station.

Figure 1-3 to Figure 1-11 show artist's impressions of the proposed stations. These figures are illustrative only and are subject to further design, investigation and engagement.

Stations will have platforms to serve BRT services in both directions. The stations will have separated access to enable customers to move between platforms and prevent walking across the busway lanes. Stations will provide facilities that interface with local bus services to facilitate easy transfer from local to BRT services.

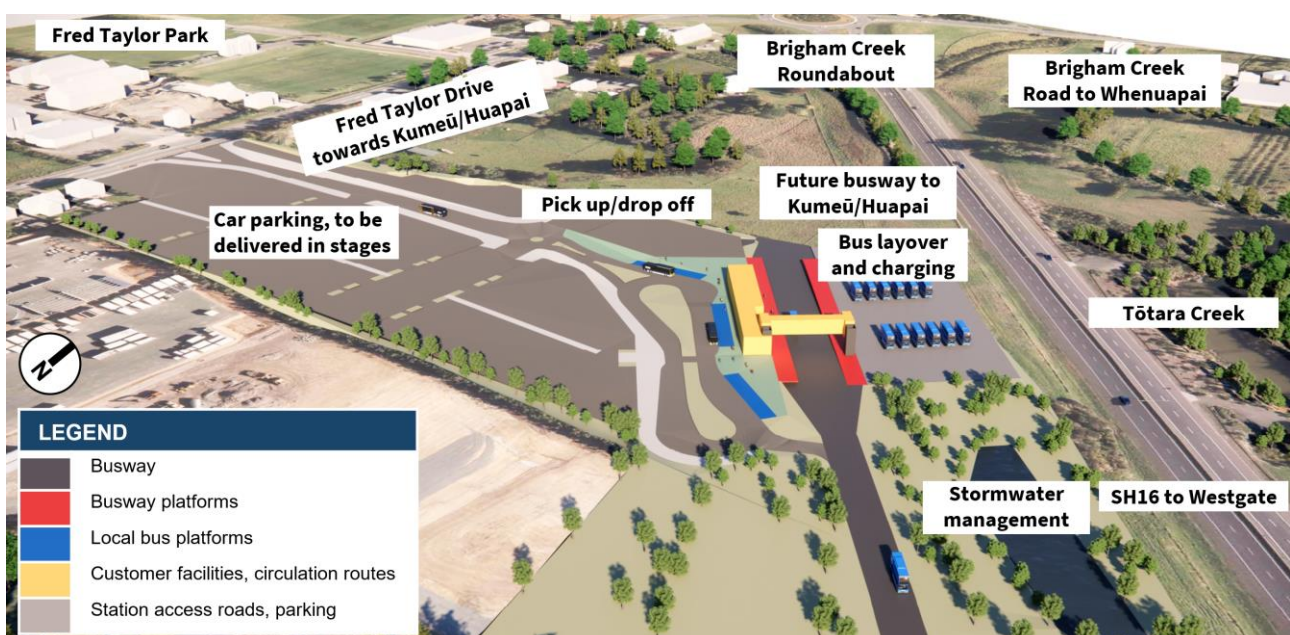


Figure 1-3: Brigham Creek Rarawaru station indicative design



Figure 1-4: Brigham Creek Rarawaru station indicative design

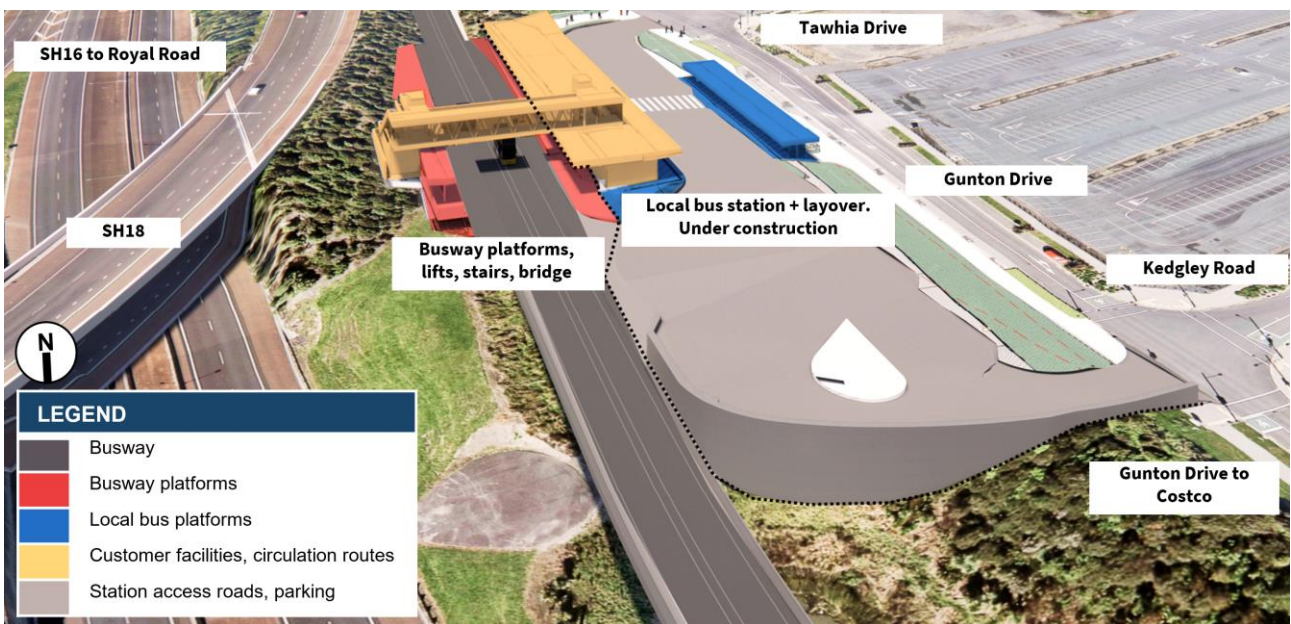


Figure 1-5: Westgate Te Waiarohia station indicative design

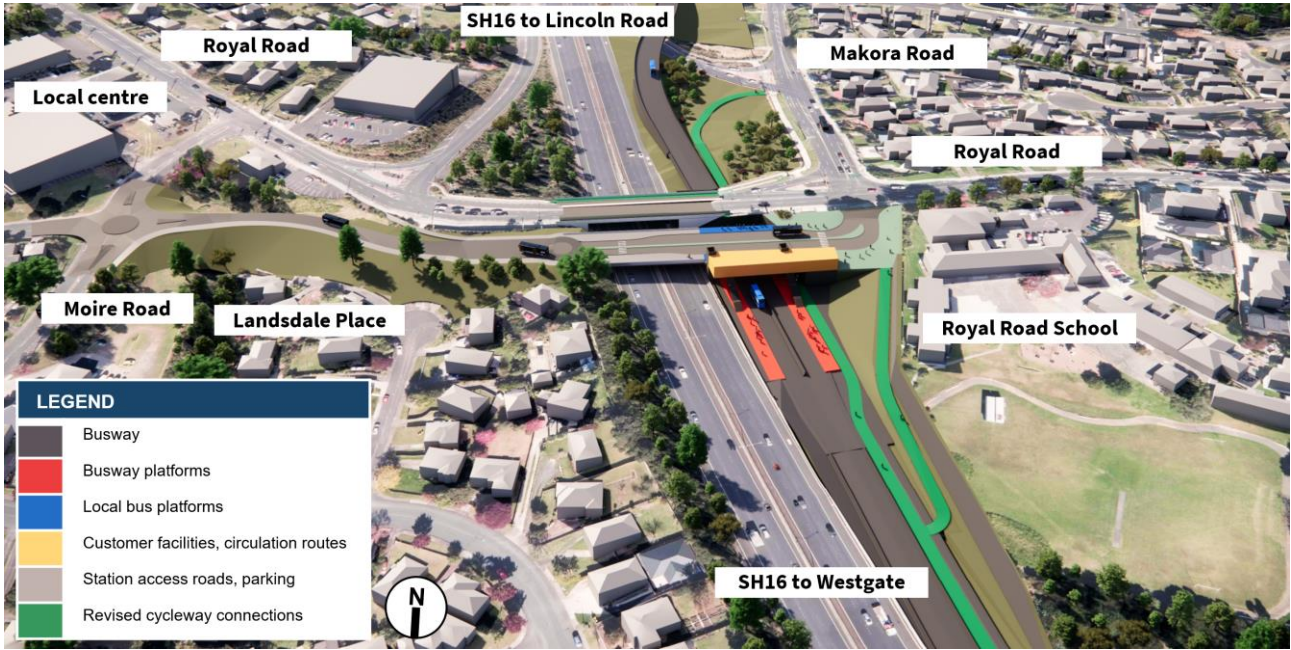


Figure 1-6: Royal Road Mānutewhau station indicative design



Figure 1-7: Royal Road Mānutewhau station indicative design

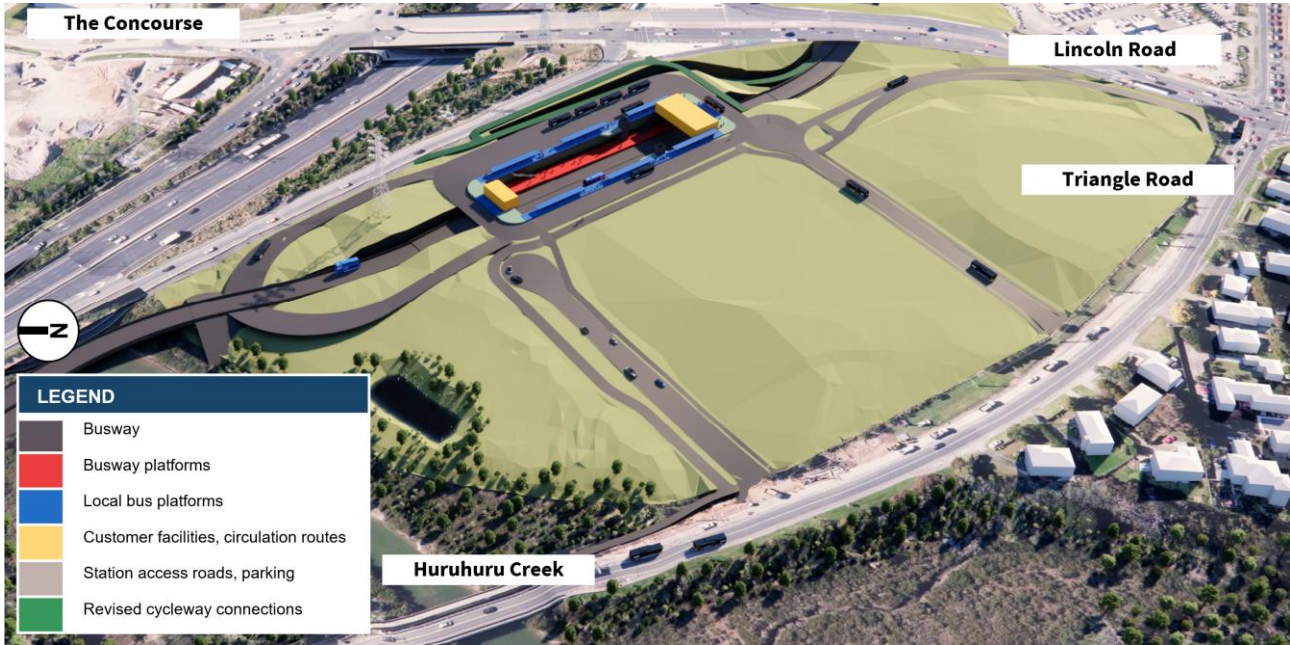


Figure 1-8: Lincoln Road Wai o Pareira station indicative design

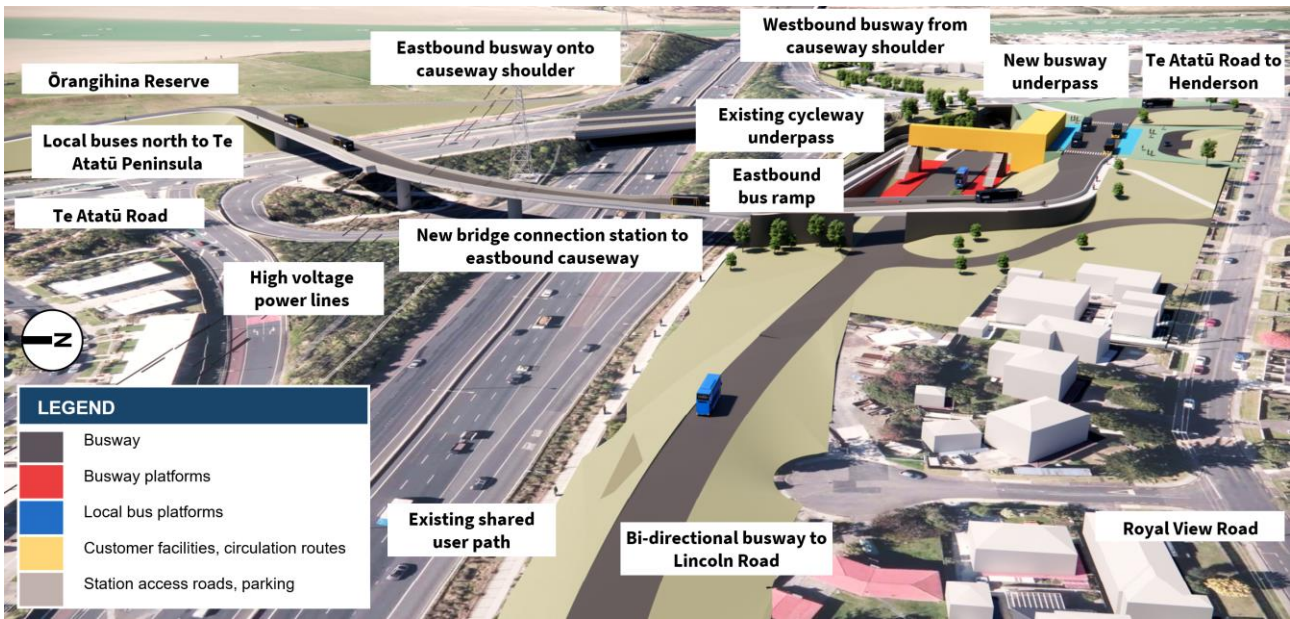


Figure 1-9: Te Atatū Ōrangihina station indicative design



Figure 1-10: Point Chevalier station indicative design



Figure 1-11: Western Springs station indicative design

### 1.5.2.1 Typical station features

The key components of the proposed stations include:

- Station building – a legible and accessible building for passengers, with facilities such as seating, real time travel information, ticketing, and restroom facilities;
- Platforms – a platform on both sides of the busway to enable passengers to access and transfer between services. Platforms will have shelters;
- Grade-separated access (designed to cater for all needs) across the busway that avoids the need to cross the live BRT corridor;
- Local bus interchange;
- Cycle and micro-mobility parking – clearly defined parking provisions positioned and designed for security and safe passenger access; and

- General/private vehicle provisions – taxi stand, service vehicle parking, and pick up and drop off areas (where practicable).

Specific features will vary by station based on operational requirements which will be confirmed at detailed design.

### 1.5.3 Public transport services

In 2023, NZTA and Auckland Transport (AT) delivered the Northwest Bus Improvements Project. This Project, funded by the Government's Infrastructure Reference Group (IRG), provided new and extended bus shoulder lanes along SH16, interim bus stops at Westgate and the Lincoln Road and Te Atatū motorway interchanges, as well as improved bus priority at interchanges. It enabled AT to launch the Western Express (WX1) service in November 2023 as part of a new network for the northwest.

WX1 service operates every 10 minutes between Westgate and the city centre, and travels along SH16 utilising bus priority shoulder lanes where available. The interim stops are at Westgate (on local roads) and the Lincoln Road and Te Atatū motorway interchanges.

The WX1 service is very popular, and passenger numbers are already exceeding capacity at temporary stops built at the Te Atatū and Lincoln Road motorway interchanges. The existing WX1 services experience longer and more variable travel times, speed restrictions along some parts of SH16 and a lack of continuous priority lanes. Therefore, the services do not meet the RTS features described in Section 1.4.

Currently, the local bus station component (stage 1) of Westgate Te Waiarohia station is under construction and expected to be completed by mid-2026. This facility will serve as a local interchange for local bus services and the current WX1 service and will replace existing kerbside infrastructure on Kedgley Road. The Project will connect the Westgate Te Waiarohia station to a separated busway alongside SH16, with an upgraded station and RTN platform area.

## 2.0 NZ Transport Agency/the Applicant

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA), the Land Transport Act 1998, and the Government Roadway Powers Act 1989 (GRPA).

The statutory objective of NZTA under section 94 of the LTMA is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest.

NZTA has numerous functions under section 95(1) of the LTMA. Of relevance to the Project, NZTA has a function under section 95(1)(h) and (i) to:

- manage the state highway system (including planning, funding, design, supervision, construction and maintenance and operation) in accordance with the LTMA and GRPA; and
- oversee planning, operation, implementation and delivery of public transport (including issuing guidance on regional public transport plans).

NZTA must give effect to government policy as directed by the Minister of Transport through the Government Policy Statement on Land Transport 2024 (GPS). The GPS and its relevance to the Project is discussed further in Part 4 of this Application.

In meeting its statutory objectives and undertaking its functions, NZTA must adhere to the operating principles set out in section 96 of the LTMA. These operating principles include an obligation to exhibit a sense of social and environmental responsibility and use its revenue in a manner that seeks value for money.

NZTA is also a NUO approved as a requiring authority under section 167 of the RMA. NZTA is a Requiring Authority for:

- The construction and operation of any state highway or motorway;

- The purpose of constructing or operating and maintaining cycleways and shared paths; and
- The purposes of constructing or operating rapid transit networks and their projects and ancillary structures, works and activities.

NZTA is lodging Notices of Requirement (NoRs) (in its capacity as a requiring authority), resource consent and general archaeological authority applications for works related to the construction, operation and maintenance of the Project.

The Application is being lodged under the Fast-track Approvals Act 2024 (FTAA). The Project is a listed Project under Schedule 2 FTAA as infrastructure with significant national or regional benefits.

## 2.1 Compliance and enforcement history

A summary of compliance history has been produced by the Auckland System Management (ASM) Alliance, who are responsible for the maintenance and operation of the State Highway network in the Auckland and North Waikato regions, including the administration and compliance with designation and resource consent conditions. This summary document is attached in Part 6 of this Application. Overall, ASM are responsible for ensuring compliance with approximately 49 designations with 1,377 associated conditions and 170 resource consents with 3,392 associated conditions. The records provided to the Project team from NZTA show that compliance with all designation and resource consent conditions have been achieved since ASM's monitoring began, and no abatement notices have been issued.

NZTA is a national delivery agent, with an exemplary delivery record. As a Crown entity it takes environmental and social responsibility seriously. NZTA's infrastructure is linear and traverses over 11,000km. It is therefore not practical to provide the compliance and enforcement history for all NZTA projects. NZTA take all necessary steps to address (or prevent) environmental compliance issues, cooperate and always ensures issues are resolved satisfactorily.

## 3.0 Iwi Partners – Te Kawerau ā Maki, Ngāti Whātua Ōrākei and Te Ākitai Waiohua

NZTA recognises and respects Te Tiriti o Waitangi and works with Māori as partners to build strong, meaningful and enduring relationships to achieve mutually beneficial outcomes.

Te Ara Kotahi (our Māori Strategy) and Hononga ki te iwi - our Māori engagement framework provides strategic direction on how NZTA work with and respond to Māori as the Crown's Treaty partner, and what this framework means for how NZTA work together with Māori.

The Project was developed in partnership with Te Kawerau ā Maki, Ngāti Whātua Ōrākei and Te Ākitai Waiohua. NZTA partnered with iwi from the start to understand each other's aspirations and how these aspirations can be provided through the Project.

Iwi partners have contributed to Project development via direct engagement and two key forums:

- Project Steering Committee (PSC) – monthly; and
- Iwi Working Group (IWG) – weekly / fortnightly.

Engagement has been a mixture of kanohi ki te kanohi (face-to-face), and online. Engagement has involved discussions on project principles, values and outcomes, alongside seeking input on project decisions which has included presentations from Project team members on a broad range of subject matters and decisions.

Te Kawerau ā Maki, Ngāti Whātua Ōrākei and Te Ākitai Waiohua strongly support better transport options for West Aucklanders, noting the area's current lack of transport options. Iwi partners have played an integral and valued role in project development including on options assessments, design, environmental considerations, staging and project delivery. Iwi inputs have included sharing mātauranga (knowledge) of the land, waters and tangata whenua through their role as kaitiaki (guardians) with responsibility for the protection of te taiao

(environment) and taonga tuku iho (heritage). Te Kawerau ā Maki have provided a letter of support for the Project which is included with this Application.

### 3.1 Project values

The following Project values have been developed in collaboration with Iwi partners, an important sign of partnership. These values are crucial to the successful delivery of the Project as they provide a framework for decision-making, help guide behaviours and actions, drive culture, and ensure the Project aligns with the shared goals and ethical standards of the Iwi partners, including:

- Mana ki te Mana – Leadership, authority, autonomy.
- Manaakitanga – Generosity, acknowledgment, and hospitality.
- Mana Taurite – Equity and balance.
- Kotahitanga – Unity and collaboration.
- Kaitiakitanga – Protection and guardianship.

### 3.2 Te Ara Hauāuru – gifted Project name

The Project passes through many ancestral places from Ngongetepara, Pukewhakatara, Wai o Pareira, Ō Rangihina, Wahapu and Te Kou before heading east into the takiwā of Tāmaki. Te Kawerau ā Maki gifted the name 'Te Ara Hauāuru' to the Project. This name references the wind that blows from the west, a powerful force and story for Te Kawerau ā Maki. The west wind carries the voice and vision of the community of the west, and the path of connection between these communities and Tāmaki Makaurau. NZTA are incredibly grateful to Te Kawerau ā Maki for this taonga (treasure) and significant gesture.

### 3.3 Gifted station names by Te Kawerau ā Maki

Te Kawerau ā Maki, one of the Project's Iwi partners, kindly gifted Te Reo Māori names for the stations in the western end of the corridor. The inclusion of the gifted names adheres to NZTA's infrastructure naming process (Te Whao – Te Reo Māori Naming for Projects and Infrastructure) which states Iwi partners "should be afforded the opportunity to name infrastructure".

The gifted station names are:

- Brigham Creek Rarawaru;
- Westgate Te Waiarohia;
- Royal Road Mānutewhau;
- Lincoln Road Wai o Pareira; and
- Te Atatū Ōrangihina.

## 4.0 Approach to design, construction staging and methodology

### 4.1 Approach to design

The design undertaken (Indicative Design) has been progressed to a sufficient level to inform the Proposed Designation, resource consents and technical assessments of the Project. The Indicative Design was prepared by a team that included urban design and station design experts. This approach has ensured that the Indicative Design addressed the urban design outcomes sought by the Project, such as promoting ease of use, connectivity and integration with walking, cycling and bus connections within the Proposed Designation.

The Indicative Design drawings are included in Part 6. These drawings have been prepared for assessment purposes, and to indicate what the final design of the Project may look like.

The final design of the Project will be refined and confirmed at the detailed design stage. The final design will include:

- Final form of structures such as bridges, ramps, retaining walls;
- Stormwater infrastructure locations;
- Final earthwork extents, soil disposal sites;
- Signage;
- Lighting;
- Final form of local access roads and pedestrian infrastructure; and
- Final form of station facilities, operational and maintenance facilities.

The detailed design for the Project will be undertaken before construction. Outline Plan/s will be submitted where relevant to Auckland Council as set out in s176A of the RMA in stages.

## 4.2 Indicative construction methodology

An indicative construction methodology has been developed based on the Indicative Design and the current land use / land form in which the Project is located. The final construction methodology will be confirmed through future design phase(s), which will enable the incorporation of design and construction innovations that may emerge as technology progresses.

### 4.2.1 Indicative construction staging

The anticipated construction staging is dependent on procurement, property acquisition and funding availability. It is anticipated that the Project will be delivered over an approximately 20-year period with staged construction beginning at Brigham Creek Rarawaru station in 2027.

The indicative construction staging for the Project is:

- **Stage 1 (approximately 2027 to 2030\*):** Brigham Creek Rarawaru station with Park and Ride, Lincoln Road Wai o Pareira station and underpass.
- **Stage 2 (approximately 2030 to 2039\*)** may be separated into the following sub-stages as follows:
  - Stage 2A (approximately 2030 to 2033\*): Te Atatū Ōrangihina station and connections to the causeway, and the busway between Te Atatū Ōrangihina and Lincoln Road Wai o Pareira stations.
  - Stage 2B (approximately 2033-2036\*): Ian McKinnon Drive connection, Royal Road Mānutewhau station, Westgate Te Waiarohia station (Stage 2) and busway between Lincoln Wai o Pareira station and Westgate Te Waiarohia station.
  - Stage 2C (approximately 2036 to 2039\*): Busway between Westgate Te Waiarohia station and Brigham Creek Rarawaru station, and Brigham Creek Rarawaru station RTN platforms.
- **Stage 3 (approximately 2039 to Future\*):** Busway between Point Chevalier and Newton Road including Point Chevalier station and Western Springs Station.

The indicative construction staging for the Project is shown in Figure 4-1 below.

# Te Ara Hauāuru Northwest Rapid Transit

## 2025

Existing infrastructure, not within scope of this consenting process

## Stage 1

- Brigham Creek station (Phase 1)
- Brigham Creek Park'n'Ride
- WX1 extended to Brigham Creek on existing roads
- Lincoln Road station

## Stage 2A

- Te Atatū station and interchange connections
- Te Atatū to Lincoln Road busway

## Stage 2B

- Royal Road station and interchange connections
- Westgate station busway platforms (Phase 2)
- Lincoln Road to Westgate busway
- Busway connection at Newton

## Stage 2C

- Brigham Creek station busway platforms (Phase 2)
- Brigham Creek to Westgate busway

## Stage 3

- Point Chevalier Station
- Western Springs station
- Point Chevalier to Newton busway



Figure 4-1: Indicative construction staging for the Project

#### 4.2.2 Construction programme

Within each stage, the construction programme and sequence will be dependent on variables such as specific project scope of works to be developed in detailed design including earthworks volumes, bridge construction methodologies, and environmental constraints.

The approximate duration for construction works for various Project elements are presented in Table 4-1.

Table 4-1: Approximate construction works duration for busway elements

Element	Approximate duration
Station	18 – 24 months
Underpass or bridge	24 – 36 months
Busway carriageway	2 – 4 years (in sections)

#### 4.2.3 Construction activities

Construction work is generally assumed to follow the general processes as set out below:

##### Site establishment and enabling works

- Site/ ground investigations.
- Relocation and/or protection of utilities.
- Realignment of any impacted sections of the Northwestern Shared Path, if required
- Temporary works establishment, e.g. road diversion, closures, minor improvements.
- Site access construction (including haul roads).
- Tree removal and vegetation clearance.
- Remove footpath, streetlights, grass verge berm.
- Property/ building modification or demolition, including fencing, driveways and gates.
- Install environmental controls e.g. silt fencing, sediment retention ponds.
- Implement traffic management to establish the construction zones.
- Establishment of site compounds and construction areas.

##### Main works

- Topsoil stripping and earthworks (cut and fill) to formation level.
- Construct new drainage and culvert facilities.
- Bridge construction works as follows:
  - Construct substructure including foundations, piles, piers, and abutments.
  - Construct superstructure including bridge beams and deck construction.
  - Complete bridge finishing works, approaches, barriers, landscaping.
- Retaining wall construction.
- Construct new pavement.
- If needed, construct lane reconfiguration, including pavement reconstruction, and/or rehabilitation.
- Complete tie in works, lighting and landscaping.
- Construct permanent stormwater treatment devices.
- Install safety barriers and other traffic services facilities (traffic signals, pedestrian crossing, islands).
- Install signage and street lighting.

### Finalising works

- Final road surfacing/ resurfacing and road markings.
- Commission new services, including traffic signals (if any).
- Finishing works e.g. landscaping, street furniture, fencing.
- Contractor to demobilise from site.

#### 4.2.3.1 Temporary traffic management and access

The Project requires works on and along the SH16 corridor and local roads, which may have temporary disruption to the existing transport network along this corridor. A construction traffic management plan will be prepared in accordance with the designation conditions, and such measures will be implemented prior to any construction taking place.

It is likely that temporary access roads will be built during the early stages of the Project to allow movement of workers, machinery, and materials along the busway alignment. These roads will connect key work sites such as culverts, bridges, and carriageway sections. The access roads will be located outside the main earthworks area to avoid interfering with permanent infrastructure where it is practicable. Access roads will be sized to suit the particular work area and relevant function.

#### 4.2.3.2 Earthworks

The earthworks as shown on the Indicative Design are approximately 35ha in total. Approximately 25ha of earthworks will occur west of the causeway and approximately 10ha of earthworks will occur east of the causeway. Over the length of the Project Area (the Proposed Designation and the extent of the coastal occupation permits sought), the estimated earthworks are approximately 500,000m<sup>3</sup> of cut and 450,000m<sup>3</sup> of fill. Given the 'brown fields' nature of the Project, the majority of the earthworks will be typically smaller volumes of cut volume to waste with fill material being imported.

The work area required for the bulk earthworks activities will include the additional area for the installation of erosion and sediment controls (as relevant and required). The configurations of work areas will depend on the ground conditions, earthworks scope and catchment area.

Site laydown areas will be used to temporarily stockpile materials along the alignment such as cut/ fill materials, imported aggregates, and can also be used as material conditioning areas. Topsoil stockpile areas are ideally distributed along the alignment to reduce the travel distance to the laydown areas and occupy valuable space for the duration of the Project. Any spoil disposal off site will be to an authorised cleanfill or managed waste site.

#### 4.2.3.3 Erosion and sediment control

Best practice erosion and sediment control measures will be installed prior to bulk earthworks and will be maintained throughout the duration of the construction works to minimise sediment discharge to the receiving environment. The erosion and sediment controls will be installed progressively and in advance of land disturbance activities and will remain in place until the site is stabilised against erosion.

Prior to the construction, an erosion and sediment control plan will be prepared in accordance with the resource consent conditions, and erosion and sediment controls will be implemented prior to any land disturbance taking place.

#### 4.2.3.4 Structural elements

The major structures proposed for each section of the Indicative Design are:

- bridge structures:
  - over roads and SH16;
  - over two tributaries of the Wai-o-Pareira/Henderson Creek (which is within the CMA); and
  - over watercourses of the Tōtara Creek, Rarawaru Stream, and Meola Creek.

- underpass structures; and
- retaining walls.

The bridge and underpass structures are set out in Table 4-2. The structural extents and characteristics will be confirmed at detailed design. The indicative locations of retaining walls are shown in the Indicative Design drawings in Part 6. The exact number and locations will be confirmed at detailed design.

NZTA is seeking flexibility in the approach to the design (such as whether to have an underpass or an overpass). However, in some specific locations, a specific design approach has been identified in the proposed conditions where necessary to manage environmental impacts. These specified design responses include bridge structures at Huruheru, Henderson and Meola Creeks.

**Table 4-2: Major structures required for each section of the Project**

Section	Underpasses	Bridges
Brigham Creek Rarawaru station and Westgate Te Waiarohia station	<ul style="list-style-type: none"> <li>▪ None.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Busway bridge crossings over Tōtara Creek.</li> </ul>
Westgate Te Waiarohia station and south of Royal Road Mānutewhau station	<ul style="list-style-type: none"> <li>▪ Busway underpass of Fred Taylor Drive.</li> <li>▪ Busway underpass of existing pedestrian and cycle bridge over SH16 which clashes with the busway alignment.</li> </ul>	
Royal Road Mānutewhau station and Te Whau River	<ul style="list-style-type: none"> <li>▪ Busway underpass of Royal Road.</li> <li>▪ Busway underpass of Huruheru Road</li> <li>▪ Busway underpass of Lincoln Road.</li> <li>▪ Busway underpass of Te Atatū Road</li> </ul>	<ul style="list-style-type: none"> <li>▪ Busway bridge over Royal Road SH16 offramp.</li> <li>▪ Busway bridge over Te Atatū interchange and SH16.</li> <li>▪ Busway bridge over Huruheru Creek.</li> <li>▪ Busway bridge over Henderson Creek.</li> <li>▪ Busway bridge crossing over Rarawaru Stream.</li> </ul>
Waterview interchange and west of Ivanhoe Road	<ul style="list-style-type: none"> <li>▪ Busway underpass of Carrington Road.</li> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪ Busway bridge crossing over Meola Creek.</li> <li>▪ Busway bridge over St Lukes Road</li> <li>▪ Busway bridge over Western Springs ramp.</li> <li>▪ Busway bridge over Mountain View Road underpass</li> </ul>
Ivanhoe Road and Ian McKinnon Drive	<ul style="list-style-type: none"> <li>▪ Busway underpass of Bond Street.</li> <li>▪ Busway underpass of Newton Road</li> </ul>	<ul style="list-style-type: none"> <li>▪ Busway bridge over Haslett Street footbridge.</li> </ul>

The typical construction methods proposed in delivering these elements of work are provided in the section below. All construction is anticipated to be within the land designated for the Project.

## Busway carriageway

The Project provides a new and dedicated bi-directional busway carriageway along SH16, except for the causeway section between Te Atatū and Waterview interchanges where the buses will travel within the existing shoulder adjacent to the motorway.

The busway carriageway will typically be constructed in conjunction with, or following completion of, the bus stations and associated underpass. Generally, the construction of the busway carriageway in 'brown fields' area involves demolition and site clearance, and earthworks operations which will typically be isolated, involving cut to waste and importation of granular material and then construction of new pavement.

## Bus stations

Seven bus stations are proposed for the Project. Bus stations typically operate on two levels, separating the busway movements from local bus services, and people being dropped off or walking to the bus station.

Construction will consist of piling, retaining walls, excavation and pavement construction. These works will be followed by the construction of the bus station building structure, typically structural steel frame.

### Busway underpasses

Construction of the underpasses will be 'top down' construction with walls piled and the roof slab constructed from the surface in stages.

The underpasses located adjacent to stations will be constructed in advance of the station. This sequencing will provide additional working room for construction equipment and laydown areas. Where the design provides additional capacity for vehicle movements through the construction of new bridges (Te Atatū and Royal Road), construction of these bridge elements will be completed prior to commencing the underpass construction.

### Bridges

The construction of the bridges as detailed below will be 'bottom up' construction with foundations built first (piling, pile caps and construction of abutments), followed by installation of vertical supports such as columns or piers. Bridge beams are then installed using cranes or gantries, with works completed following installation of safety barriers and the bridge deck.

Temporary access will be provided from both sides of the bridge and with accessways to be constructed outside of road carriageways to enable construction to commence without delays.

For bridges over the CMA and watercourses, staging platforms will be built progressively using steel piles and beams with wood or concrete decking, allowing access for heavy machinery.

Once the bridge is complete, all temporary structures are removed. Generally, a 20m wide temporary structure is required on one side of the bridge for construction equipment and machinery.

#### ▪ **Bridges over SH16:**

Four bridges over SH16 are required at Royal Road, Te Atatū Road, Carrington Road over the motorway, and over the Haslett Street footbridge. Construction of these bridges includes the associated piles, piers and crossheads. Construction will require works on the median and/or along the motorway which will limit the construction area available and delivery programme. The installation of bridge beams will typically require large mobile crane or beam launching gantry and this work is likely to be undertaken during night-time under closures. Construction of the bridges will require a mix of protection screens and likely night-time closures to manage traffic.

#### ▪ **Busway bridges over the CMA:**

Two bridges over the CMA at Wai-o-Pareira / Henderson Creek (Huruhuru Creek and Henderson Creek) are required for the Project. These bridge locations are tidal. Bridge construction will require installation of temporary staging from both ends to provide access for piling, piers, and crosshead construction. The installation of bridge beams typically requires cranes or a launching gantry.

#### ▪ **Bridges over watercourses:**

The busway passes over a number of existing streams. All existing watercourses will be maintained through either culverts or new bridges. Tōtara Creek (between Brigham Creek Rarawaru and Westgate Te Waiarohia stations) and Meola Creek will be bridged. No piers are proposed in the watercourses. Piers will be constructed in the flood plains of the watercourses. There are other streams that cross under SH16 in culverts, including three in the section between Lincoln Road and Royal Road. It is likely that culvert extensions will be required in these locations, which will require temporary diversions, detention and/or over-pumping to enable construction.

#### ▪ **Bridges over local roads and motorway ramps:**

Bridges are proposed to be installed over local roads and motorway ramps. These bridges are located within a constrained environment with limited construction access and area for these structures including

the piles, piers, and crossheads. Bridge beams will most likely be installed at night using large mobile cranes or alternatively with the use of a launching gantry.

#### 4.2.3.5 Drainage and stormwater

Stormwater management system(s) including stormwater treatment devices, culvert extensions and stormwater outfalls are proposed for the Project.

Where new culverts are proposed for the work, they will likely be constructed at the initial phase of the construction works for surface water flow to be directed through the construction areas.

Works on the new culvert construction may require flow diversion or over pumping. Construction works will take place in the dry season to manage water flow volumes and minimise the size of the diversion requirements. Small cofferdams and pumps can be utilised to over pump the water flow. These cofferdams can be constructed using site fill materials and geofabrics.

The size of the working area will vary depending on the size of culvert being installed, the topography of the area, and volume of water being diverted. Culverts typically require 6m of work area around the culvert walls and 10m longitudinally including scour protection. Refer to Figure 4-2 for a typical working area and treatment for culverts up to 1.5m diameter.

Water diversion may be required and typically a work area 20m past the extent of the permanent works at the upstream end and 15m at the down-stream end will be required to accommodate the water diversion. A 6m access track will also be required for delivery of plant and materials. This requirement may change depending on the final design and scope of works, terrain and topography of the respective culvert location.

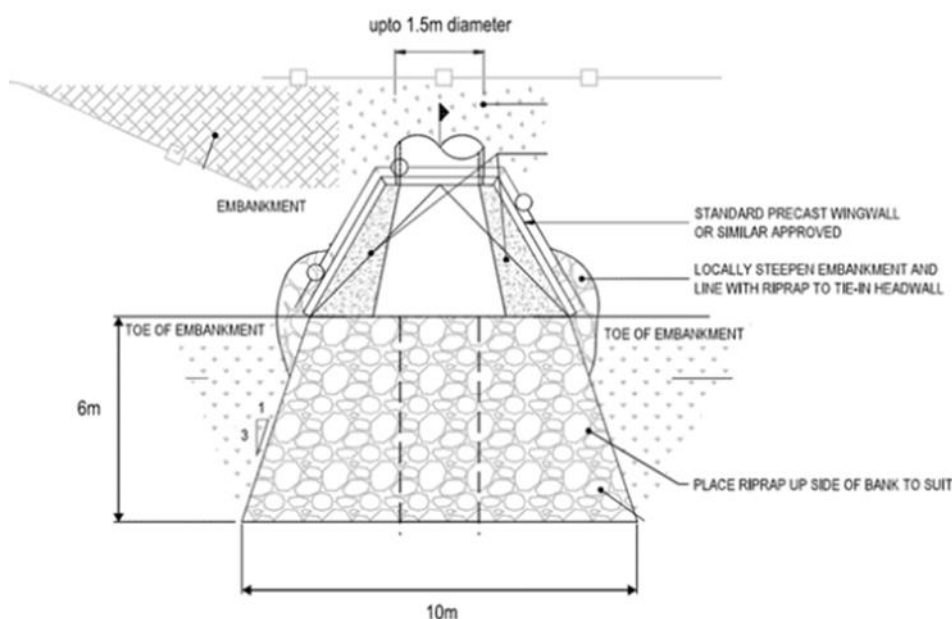


Figure 4-2: Typical working area and treatment for culverts up to 1.5m diameter

#### 4.2.3.6 Retaining walls

Retaining wall structures will be required for the Project to support earthworks adjacent to the stations and bridges (as appropriate). Retaining walls are proposed (in addition to potential other areas) to be installed along the Indicative Design from Westgate (approximately from the yellow pedestrian bridge) to Royal Road, and from Ivanhoe Road (approximately from Arch Hill Reserve) to Ian McKinnon Drive. These two sections of the Project are located within constrained environments given the limited area available and changes in the gradient, and limited construction access from the SH16 shoulder. It is anticipated that the construction of retaining walls will occur from the SH16 motorway shoulder. The exact number and location of retaining walls will be confirmed during the design stage.

Typically, the retaining walls are constructed of mechanically-stabilised earth (MSE) to contain fill embankments and piled retaining walls and soil to retain cut batters. Other wall types may include timber walls, steel beam, concrete pre-cast wall, secant pile walls and sheet pile walls. The materiality of the retaining walls will be confirmed during the design stage.

The working area required to construct the retaining walls will largely depend on the design and size of the wall, however typically a 6m working corridor in front of the wall will be sufficient for smaller conventional retaining wall designs (up to 5m high). Larger walls, such as secant pile walls, will require a larger working corridor (typically 15m).

#### 4.2.3.7 Utility services

A number of existing Network Utility Operators (NUOs) have assets located within the Project boundary including:

- Auckland Transport (AT);
- Transpower overhead transmission lines;
- Watercare Services Limited water supply and wastewater infrastructure;
- Vector overhead and underground electricity lines and Vector Gas; and
- One NZ, Fortysouth, Connexa, Vital /Pulse and Chorus telecommunications infrastructure.

Consultation with these NUOs has been ongoing and will continue throughout the design, pre-implementation and implementation.

Utility protection and/or relocation works will be required as part of the Project. The potential effects on network utilities are discussed in Part 4 of this application.

#### 4.2.3.8 Pavement works

Pavement works will begin once earthworks and drainage are complete. The process typically involves stabilising the subgrade (if needed), installing subsoil drains, placing and compacting granular pavement layers, and then constructing kerbs and channels. A base course which is made of granular or asphalt materials is laid before the final wearing surface is applied.

Aggregates will be sourced from quarries and delivered directly to site to reduce handling. For smaller or constrained sites, materials will be stockpiled and shifted with smaller vehicles.

#### 4.2.3.9 Construction hours

Construction activities will generally occur during daytime hours.

The busway crosses major arterial roads and SH16. Additionally, in some locations beside SH16, access is limited to proposed construction areas. As such, works that may cause major disruption to SH16 and major arterial roads may be conducted at night-time (or, outside of peak travel hours) to reduce disruption to traffic and/or utilities.

Night works for bridge construction work will be for discrete activities or will be for limited periods as construction progresses in stages along the alignment. Night works for the construction of bridge piles typically require 2-3 nights, and pier and crossheads require 10-15 nights to complete, in order to minimise disruption as construction progresses in stages.

The construction of the underpasses at Te Atatū, Lincoln Road and Royal Road will be staged with traffic diversions to allow construction during the day. However, night work will be required for reconfiguring the road layout between stages, undertaking utilities diversions, and for piling in locations that cannot be sufficiently isolated from the road users to allow day working.

Construction of the busway adjacent to the dwellings along the corridor requires the construction of retaining walls and barriers located against the motorway shoulder. These works will require the closure of motorway lanes and will need to be undertaken after the evening traffic peak.

## 5.0 Lapse period and expiry sought

In accordance with schedule 5, clause 26(2) of the FTAA, the Panel may grant a designation or resource consent with a lapse period of no less than two years after the approval commences. No maximum lapse period is specified in the FTAA. The FTAA permits a duration for approvals under the HNZPT Act of a maximum of 35 years after the authority is granted.

Given the extended period proposed for the delivery of the Project, proposed lapse dates for designations and resource consents and expiry dates for resource consents and archaeological authorities are set out in Table 5-1.

Table 5-1: Summary of lapse periods for approval types

Approval type	Proposed Lapse Date	Proposed expiry date
<b>Designations</b>	25 years	-
<b>Resource Consents</b>		
Section 9 (1)	25 years	Unlimited duration
Section 9 (2)	25 years	Unlimited duration
Section 12	25 years	35 years from the date of commencement
Section 13	25 years	35 years from the date of commencement
Section 14	25 years	35 years from the date of commencement
Section 15	25 years	35 years from the date of commencement
<b>Heritage New Zealand Pouhere Taonga – General Archaeological Authority</b>	-	25 years

## 6.0 Engagement to inform the Project

This section provides an overview of partner, stakeholder and community engagement undertaken for the Project. It summarises the engagement during each phase of the Project, and common feedback themes and how these have informed the development of the Project and the Indicative Design.

The following section:

- Identifies the entities in section 11 of the FTAA for the Project (which NZTA is required to consult as a listed project as per section 29(1)(a) of the FTAA), and the entities in section 13(4)(j) (which NZTA is required to identify as per section 43(2));
- Provides a summary (as required under section 13(4)(k)(i) and (ii) of the FTAA, which is applicable to the Project as per section 43(2) of:
  - Consultation undertaken for the purposes of section 11 and other consultation undertaken with the persons and groups referred to in section 13(4)(j); and
  - How the consultation informed the Project.
- Identifies persons who may be affected by the Project, and any response to the views of persons consulted (including the views of iwi or hapū), and if iwi or hapū elect to not respond when consulted, any reasons they have specified for that decision (as per schedule 5, clause 6(1)(e) and (f));
- Describes the consultation undertaken with parties likely to be affected by the Project or work and the Proposed Designation (as per Schedule 5, clause 12(1)(j));

- As required under schedule 8, clause 2(1)(i), provides details of consultation with tangata whenua, and the owner of relevant land, or any other person likely to be affected by the application for an archaeological authority, including:
  - Whether consultation has taken place, and details of the consultation, including names of the parties and the tenor of the views expressed; or
  - If consultation has not taken place or been completed, the reasons why consultation has not occurred or been completed; and
- Provides information about any Treaty settlements that apply in the area covered by the Project Area (as required under clauses 5(1)(i) and 12(1)(e) of schedule 5 and section 13(4)(l) of the FTAA).

There are no iwi authorities or groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements, or tangata whenua of any area within the Project Area that is a taiāpure-local fishery, a mātaītai reserve, or an area that is subject to bylaws or regulations made under Part 9 of the Fisheries Act 1996. The Project is not within, adjacent to, or likely to directly affect ngā rohe moana o ngā hapū o Ngāti Porou 2019 and does not require an approval for land exchange.

## 6.1 Iwi Project partners

Te Kawerau ā Maki, Ngāti Whātua Ōrākei, and Te Ākitai Waiohūa are iwi partners on the Project.

NZTA reached out to Iwi in the wider Project geographic area, seeking partnership participation at a Project leadership level and representation in the monthly PSC meetings. Responses were received from Te Kawerau ā Maki, Ngāti Whātua Ōrākei, and Te Ākitai Waiohūa indicating their desire and intent to join the Iwi Working Group. Te Kawerau ā Maki and Te Ākitai Waiohūa were appointed to the PSC and have had a lead role for the Project in west Auckland with the support of Ngāti Whātua Ōrākei, and Te Ākitai Waiohūa whose interests lie in the eastern part of the Project area. This partnership enables Iwi views and aspirations to be well understood and taken into consideration as part of Project development.

The IWG made up of representatives from our Iwi partners was established at the outset of the Project. The IWG is a collaborative in-person hui where iwi have been informed on decisions relating to the Project and provides a space where the rights, interests, aspirations, concerns, and cultural perspectives of Iwi partners are actively considered. Ngāti Whātua o Kaipara have also recently joined the IWG.

This partnership with Iwi partners will continue into the design and construction phases of the Project.

## 6.2 Iwi authorities, hapū, Treaty Settlement entities and Marine and Coastal (Takutai Moana) Act 2011 applicants

NZTA carried out a process to identify the iwi authorities, hapū and Treaty Settlement entities relevant to and with potential interests in the Project Area in addition to the Project partners, these include:

- Ngāi Tai Ki Tāmaki;
- Ngāti Hako Tūpuna Trust;
- Ngāti Maru;
- Ngāti Pāoa;
- Ngāti Tamaoho;
- Ngāti Tamaterā;
- Ngaati Te Ata Waiohūa;
- Ngāti Whātua o Kaipara;
- Te Ahiwaru – Waiohūa;
- Te Rūnanga o Ngāti Whātua;

- Waikato-Tainui; and
- Te Patukirikiri.

Throughout 2025 the Project team have engaged with the wider NZTA Central Iwi Integration Group (CIIG). CIIG hui are held on a monthly basis and include the Project's Iwi Partners, and representatives from Ngāti Maru, Ngāti Paoa, Te Patukirikiri, Ngāi Tai Ki Tāmaki, Ngāti Tamaterā, Ngāti Whanaunga, Ngaati Te Ata Waiohua, Ngāti Manuhiri and Ngāti Tamaoho. The Project team attended periodically to update the CIIG on key Project milestones. The Project updates and discussions have been positive and well received.

Letters were also sent to 19 Iwi groups of Tāmaki Makaurau (excluding iwi already engaged in the Project). The response from Ngāti Maru stated the NZTA Central Iwi Integration Group forum was sufficient to receive Project updates. Ngāti Whātua o Kaipara and Ngaati Te Ata Waiohua expressed interest and expectations around engagement and both Iwi are now actively engaged in the Project.

The FTAA requires NZTA to identify any protected customary rights, customary marine titles or applicant groups under Marine and Coastal Area (Takutai Moana) Act (MACAA) 2011 within the Project Area. The following MACAA applicant groups were identified:

- Ngāti Tamaoho;
- Reti whānau;
- Mahurangi, Ngāti Awa and Ngāpuhi;
- Ngaa marae o te takutai moana o Waikato-Tainui;
- Ngāi Tai Ki Tāmaki;
- Ngāpuhi nui tonu;
- Te Kotahitanga Marae;
- Ngati Kawau and Te Waiariki Korora;
- Ngāti Rongo o Mahurangi;
- Ngāti Taimanawaiti;
- Ngaati Te Ata Waiohua;
- Ngāti Whātua Ōrākei;
- Te Kaunihera o Te Tai Tokerau;
- Te Kawerau ā Maki;
- Ngāti Te Ata;
- Te Tauo (Group EF); and
- Mahurangi, Ngāti Awa, Ngāpuhi.

Letters were sent to the identified iwi groups and protected customary right and/or customary marine title applicants in June 2025, providing information about the Project, timing and processes of lodgement under the FTAA, and requesting groups to respond if there was an interest in the Project. The letter also explained that the EPA will invite comments from any relevant iwi authorities, any relevant Treaty settlement entities, and MACAA applicant groups.

Responses were received from six iwi in addition to the Project partners. The following groups have been identified as iwi authorities, hapū, Treaty settlement entities and customary marine title applicants relevant to the Project:

- Ngāi Tai Ki Tāmaki (advised they did not wish to comment at this stage of the Project);
- Ngāti Maru;
- Ngāti Pāoa;

- Ngāti Whātua o Kaipara;
- Te Ahiwaru – Waiohua; and
- Ngāti Tamaoho.

The Project team will send further correspondence to these groups prior to the end of the 2025, providing a Project update including expected lodgement timeframes and next steps.

## 6.3 Key stakeholder engagement

### 6.3.1 Local authorities

#### 6.3.1.1 Auckland Council

NZTA has engaged extensively and collaboratively with Auckland Council as a key stakeholder throughout the NWRT Investment Case and pre-implementation and statutory approvals phases. Auckland Council is represented on the PSC and has been involved in the Project's development and elements of the design across the following working groups:

- Urban Integration Working Group – includes representatives from NZTA, Auckland Transport, Auckland Council. This working group held regular meetings during 2024-2025 to discuss design developments with a particular focus on stations and urban design opportunities.
- Transport Operations Working Group – includes representatives from NZTA, Auckland Transport, and Auckland Council. This working group held regular meetings throughout 2024-2025 to discuss design decisions with a focus on transport and operations, and local bus connections.

NZTA has also engaged with the wider Auckland Council organisation including the Executive Leadership Team, Property / Land Advisory Team, Parks and Community Facilities, Auckland Urban Design Office, Planning and Resource Consents, Growth Transport and Infrastructure, Healthy Waters, Auckland Urban Design Office, Service Investment and Programming Policy Department, and Tātaki Auckland Unlimited.

Draft technical/specialist assessment reports were provided to the Auckland Council regulatory team for review and feedback. Feedback from Auckland Council was discussed between specialists where appropriate and updates made to technical reports. Draft conditions were also provided to Auckland Council prior to lodgment of this Application.

#### 6.3.1.2 Auckland Transport

Auckland Transport (or successor organisation) is the future operator of the proposed stations, bus services and wider public transport network, with an agreed Memorandum of Understanding (MOU) in place to clearly outline roles and responsibilities and how NZTA and Auckland Transport will work together. Auckland Transport have provided a letter of support for the Project that is included in this Application.

Auckland Transport has been extensively involved in all aspects of the Project's development, with representation on the PSC at a project governance level and at a Project Team level. Auckland Transport has provided inputs into key Project decisions.

Engagement with Auckland Transport subject matter experts has been undertaken through the following forums:

- Transport Operations Working Group – includes representatives from NZTA, Auckland Transport, and Auckland Council. This working group held regular meetings throughout 2025 to discuss design decisions with a focus on transport and operations, and local bus connections.
- Urban Integration Working Group – includes representatives from NZTA, Auckland Transport, Auckland Council and the Auckland Urban Design Office (AUDO). This working group held regular meetings during 2025 to discuss design developments with a particular focus on stations and urban design opportunities.

The Project team has provided regular updates to the wider Auckland Transport organisation throughout 2025 via internal presentations, newsletters and meetings with SMEs at key Project design milestones.

## 6.4 Government agencies

The Project team have regularly engaged and worked closely with a wide range of government agencies through several forums throughout the project’s development, including online and in-person meetings and working groups. Engagement with government agencies is summarised in Table 6-1.

The agencies have shared high levels of support for the Project due to the growth and demand for efficient public transport options and have highlighted the importance of on-going engagement and close coordination given the shared interest in the northwest area.

Additionally, Kāinga Ora and the Ministry of Education were engaged as affected landowners in 2025, as several of their properties fell within the Proposed Designation.

Table 6-1: Summary of engagement with government agencies

Agency	Engagement summary
Ministry of Transport (MoT)	<ul style="list-style-type: none"> <li>Discussions have focused on alignment with the Government Policy Statement, funding and finance opportunities and delivery schedule. MoT have requested ongoing and early engagement.</li> <li>MoT is also a member of the Freight Reference Group and the Northwest Priority Development Area Group.</li> </ul>
Kāinga Ora	<ul style="list-style-type: none"> <li>Engagement to date has focused on potential development opportunities, access to stations (first and last mile), coordination with projects under development (i.e. Carrington Road) and potential impact to Kāinga Ora assets.</li> <li>As a potentially affected landowner the Project team have informed Kāinga Ora of the designation boundary process, indicating some of their properties were likely to be in the preferred project corridor. In September 2025, the team shared the latest designation boundary and confirmed likely impacted Kāinga Ora assets along the corridor.</li> </ul>
Ministry of Education (MoE)	<ul style="list-style-type: none"> <li>Engagement has focused on the draft alignment and coordination in current and future growth areas (Brigham Creek, Westgate in particular).</li> <li>MoE have requested ongoing engagement particularly around staging and timing to enable appropriate planning.</li> <li>The Project team met with MoE and Royal Road School in June 2025 to discuss the design in relation to Royal Road School. MoE shared an indicative view on conditions to form part of the project’s application. A further meeting was held in November to confirm the Proposed Designation and application process / conditions. Formal approval will be sought under s177 of the RMA for works within MoE designation prior to construction.</li> </ul>
Department of Conservation (DoC)	<ul style="list-style-type: none"> <li>Areas of interest for DoC are related to the causeway / Waitematā, streams (Tōtara Creek), waterway crossings, estuary and tidal flows, freshwater technical advice during construction, and public conservation land. Wildlife Permits and Complex Freshwater Fisheries approvals are not sought as part of this Application, but appropriate authority will be sought at the time of construction, in relation to potential capture and release of Copper Skinks.</li> </ul>
Ministry of Housing and Urban Development (MHUD)	<ul style="list-style-type: none"> <li>Regular engagement with MHUD via the Housing and Urban Development Steering Group. Areas of interest include Brigham Creek and Carrington Road, amongst others.</li> </ul>
Northwest Priority Development Area Group	<ul style="list-style-type: none"> <li>The Project team has engaged with this forum, including representatives from NZTA, AT, Council, Tātaki Auckland Unlimited, KiwiRail, Kāinga Ora, Eke Panuku, MHUD and MoE, who meet monthly to discuss existing and future developments, potential coordination and opportunities for integration, to help support a thriving community in the Northwest.</li> </ul>

### 6.4.1 Heritage New Zealand Pouhere Taonga

NZTA has a regular forum with Heritage New Zealand Pouhere Taonga (HNZPT) and has kept HNZPT informed at a high-level throughout Project development. HNZPT has been consulted on the application for Archaeological Authorities for the Project and draft conditions for the archaeological authorities.

The Project team met with HNZPT representatives in the Auckland office on 14 August 2025 with Mr Cruickshank (the Project archaeologist) and representatives from NZTA. The Project team provided an update on the Project and initial findings from Mr Cruickshank's investigations. The approach to the authorities sought was discussed and the likely timing of lodgement under the FTAA.

Prior to lodgement, NZTA provided HNZPT with the draft Assessment of Archaeological Effects report, draft Archaeological Management Plans (AMPs) prepared by Mr Cruickshank, and draft archaeological authority conditions for comment. After reviewing the documents, HNZPT advised they had no comments on the report, AMPs or proposed conditions at that stage. Part 5 of this Application provides the necessary details relating to the HNZPTA approvals sought.

#### **6.4.2 Ministry for the Environment**

In early December 2025, prior to lodgment of this Application, NZTA contacted the Ministry for the Environment (MfE) to share information regarding the Project and advise MfE of the intended lodgement date for the Application.

### **6.5 Elected representatives**

#### **6.5.1 Transport, Resilience and Infrastructure Committee**

The Auckland Council Transport, Resilience and Infrastructure (TRIC) committee oversees major transport, infrastructure and physical resilience matters that affect the region. It also has an oversight role for Auckland Transport.

The Project team have met with TRIC to provide updates at key Project milestones, gather feedback on the development of the design and update on indicative staging approaches.

#### **6.5.2 Local boards**

The Project team has regularly engaged with the seven local boards within or close to the Project Area along SH16<sup>2</sup>. The local boards have shown high levels of support for the project and a keen interest in the design development and staging options.

Engagement with local boards has largely aligned with major Project milestones with the timeline as follows:

- **July 2023** – Local Board chairs online workshop to introduce the Project and signal upcoming workshops.
- **September and December 2023** – Workshops with Local Boards to share the Project purpose, outcomes and early design thinking. Feedback requested and received. Acknowledgement of feedback and outline of expected next steps.
- **July 2024** – Workshops with Local Boards to discuss the NWRT Investment Case development, including preferred mode and proposed station locations with questions and feedback provided in the meetings.
- **August and October 2024** – Information provided about the upcoming community information sessions, a summary of feedback heard and next steps.
- **February, April and May 2025** – Information provided about site investigations, the endorsement of the NWRT Investment Case and approach to landowner engagement.
- **May, July and August 2025** – Workshops to discuss the development of the design, key interchanges, station design, upcoming community engagement and potentially impacted parks and community facilities.
- **September 2025** – Information provided about landowner engagement, approach and materials.

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<sup>2</sup> Rodney Local Board, Upper Harbour Local Board, Henderson – Massery Local Board, Waitākere Ranges Local Board, Whau Local Board, Albert–Eden Local Board, Waitematā Local Board.

There will be regular information provided to local boards at key project milestones as the Project progresses.

## 6.6 Other stakeholders

The Project team has engaged with a number of regional stakeholders, forums, advocacy groups and associations during the Project. These included forums representing people with particular accessibility needs, freight and heavy haulage groups and emergency services. Additionally, the Project team engaged with network utility operators and business associations, described in more detail below.

### 6.6.1 Network utility operators

There are national and regionally significant utilities within proximity to the Project Area. Engagement with these groups has been critical to gain an understanding of their current operations and future plans in the wider project corridor area while informing the development of the design, supporting the management of Project risk and delivery planning.

The focus of engagement with NUOs was to gain feedback on existing assets and to understand potential interfaces of the Project with existing and planned utility networks, designations held by NUOs and to confirm any access and maintenance requirements. Given the number of interfaces with utilities through the Project Area, ongoing engagement will be necessary to ensure these interfaces are managed appropriately.

A Utilities Working Group (UWG) with all identified NUOs was established during the Investment Case phase as a forum to provide high-level updates on the Project, and to provide an opportunity for NUOs to request further information or engagement. Participants in the UWG forums included: Auckland Council, Watercare, Transpower, Vector, One NZ, Chorus, Spark NZ, Vital, Connexa and Forty South.

During the statutory approvals phase, regular meetings (generally bi-weekly with additional workshops as required), were established with individual NUOs to obtain detailed feedback and asset information which was used to develop the Indicative Design.

Engagement with NUOs is ongoing with regards to interfaces with network utilities. Part 4 of this application provides more details on specific impacts on utilities.

### 6.6.2 Business associations

The Project team have provided regular project updates to business associations in proximity to the Project Area, including:

- Avondale Business Association;
- Blockhouse Bay Business Association;
- Central Park Henderson Business Association;
- Glen Eden Business Association;
- Heart of the City;
- North West County Business Association;
- Rosebank Business Association; and
- Te Atatū Business Association.

## 6.7 Directly affected landowners

'Directly affected landowners' are defined as owners of land parcels which are completely or partially within the Proposed Designation. The main purpose of engaging with potentially affected and directly affected landowners is to provide landowners with an early understanding of the Project to receive initial feedback and to keep landowners informed of next steps.

Engagement with potentially affected landowners began in late 2024, when introductory project information was sent to a broad project corridor on the southern side of SH16 from Brigham Creek to Te Atatū and the northern side of SH16 from Point Chevalier to Grey Lynn.

Following NZTA's endorsement of the NWRT Investment Case, the Project team developed a preferred project corridor. This was the area the Project team anticipated may be required to build, operate and maintain the busway and stations, noting there was further design and investigation required. In May 2025, letters were sent to landowners within the preferred project corridor and provided an overview of the project, what a preferred project corridor was, next steps, requested preferred contact details and included a general guide for landowners. Approximately 25% of residential landowners got in touch with the Project team who arranged to meet in person or online to discuss and respond to their queries.

The preferred project corridor was further refined following environmental and technical assessments, and a draft designation boundary was developed. In September 2025, letters were sent to landowners within the draft designation boundary, inviting them to meet with the Project team to discuss property-specific plans, hear feedback and share the project timeline and next steps. These letters included a plan of the property with the draft designation boundary, an updated Landowner Guide, and a translation sheet including information in Te Reo, Simplified Chinese, Samoan and Hindi.

To date, the Project team have engaged with approximately 80% of landowners within the Proposed Designation, including both residential and commercial properties. The Project team will continue to follow up with landowners, and ongoing engagement will continue throughout the next Project phases. Landowners have been encouraged to get in touch with the Project team with any queries and can call or email at any time.

Engagement with landowners is summarised as follows:

- Pop-in community information sessions and survey (2023);
- Pop-in community information sessions (2024);
- Project overview letter (November 2024 and March 2025);
- Preferred project corridor letter (May 2025) with meetings in-person and online;
- Community flyer (June 2025) - sent to 44,000 households to advertise upcoming community events;
- Pop-in community information sessions (July-August 2025);
- Property plan letter (September 2025) with meetings in-person and online;
- Flyer advertising pop-in community information sessions (October 2025);
- Follow-up letter couriered to landowners not yet heard from (November 2025);
- Pop-in community information sessions (November 2025); and
- Follow-up letter with confirmation of plans for lodgement and expected next steps (November 2025).

## 6.8 Adjacent landowners and occupiers of adjacent and impacted land

'Adjacent land' is defined as a land parcel that is near or next to land which the substantive application relates to. This could include land with has a common boundary or is continuous with the application land or is close enough to be considered to form part of the context of the application land<sup>3</sup>. NZTA is required to include the names and addresses of owners and make reasonable inquiries to identify occupiers of properties within and adjacent to the approvals sought in this Application. The names of the adjacent landowners and (where

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<sup>3</sup> As defined by the EPA, [https://www.epa.govt.nz/assets/Uploads/Documents/Fast-track-consenting/FTC\\_GUIDANCE\\_MATERIAL\\_Identifying\\_Adjacent\\_Land.pdf](https://www.epa.govt.nz/assets/Uploads/Documents/Fast-track-consenting/FTC_GUIDANCE_MATERIAL_Identifying_Adjacent_Land.pdf)

available) occupiers (of impacted and adjacent land) and their addresses are listed in the schedule attached in Part 6.

Engagement undertaken with the wider community was open to occupiers and landowners of adjacent land which included drop-in sessions and community flyers. Some owners of adjacent land would have been included in early Project communications regarding the preferred project corridor.

Following confirmation of the preferred Project corridor and the draft designation boundary, flyers were sent to the occupiers of approximately 1335 households identified as within and adjacent to the Proposed Designation. The flyer outlined the status of the project and asked occupiers to provide their contact information via a QR code and online form. The information collected from occupiers adjacent and within the Proposed Designation is included in the schedule attached in Part 6. Auckland Council's ratepayer database was used to obtain the details of landowners of adjacent properties.

## 6.9 Wider community engagement

Engagement with the wider community has been ongoing since 2023 through the Investment Case and Project development phases and has included a broad range of communication channels including in person community pop-in information events, electronic project newsletters, media releases, workshops, brochures, memos, flyers, videos and social media channels.

Throughout the Project's development the team have kept an 'always on' and open-door approach and encouraged people to get in touch with the Project team directly on the Project email address or freephone 0800 number.

The purpose of community engagement has been to understand what's important to the people of northwest Auckland and seek feedback on the Project's development.

A high-level overview of the community engagement undertaken is outlined as follows, with engagement activities aligned with key Project milestones:

- **Stakeholder breakfast (2023)** – Stakeholders and local community groups near the Project corridor to kick off the Investment Case, meet the Project team and learn about the project.
- **Project webinar (2023)** – Opportunity for stakeholders to learn more about the Project and raise any questions with the Project team. Approximately 70 people attended the webinar.
- **Community engagement (2023)** – nearly 4000 responses to our engagement survey about people's travel experiences and types of things that should be considered as part of the Project team's investigations. Community information sessions, media releases, website and social media updates, electronic mailouts and updates formed part of this engagement.
- **Auckland Council Advisory Panel (2024)** – an interactive session to discuss people's public transport priorities and station facilities and amenities. This group was made up of representatives of the Disability, Youth, Māori and Pacific Peoples, Seniors and Ethnic communities.
- **Community information sessions (2024)** – focused on the preferred mode and station locations and with conversations with more than 1000 local community members at 22 events held at local malls, markets and community meeting points. Opportunity to speak with the Project team during the development of the Investment Case, share feedback to inform the design's development and discuss questions.
- **Community information sessions (2025)** – sessions focused on the indicative busway alignment, high-level station layouts and proposed staging of delivery during July / August, and then the Indicative Design and visualisations of the stations (November). A total of 14 community information sessions across two engagement periods July/August and November. This provided the opportunity to speak with the Project team, following endorsement of the Investment Case and during development of the applications for statutory approvals, to share feedback and discuss questions. These sessions had a particular focus on landowners.

## 6.10 Consultation and engagement summary

Consultation and engagement to inform the Project has been undertaken in accordance with good practice and exceeds the requirements of the FTAA.

The feedback received through the Project partnership with iwi, engagement with stakeholder groups and community engagement has been taken into consideration and has contributed to the identification of the Emerging Preferred Option (EPO) during the NWRT Investment Case, and the refinement of the Indicative Design and Proposed Designation during the Project development phase.

Overall, community feedback has been positive with high levels of support shown for the Project. Common themes and how NZTA have responded to these throughout public consultation are outlined in Table 6-2.

Table 6-2: Summary of key themes of public consultation

Theme	Details	How feedback has been addressed
Experiences on WX1	WX1 riders shared their experiences of the service, indicating areas which could be improved and what's going well.	Ongoing improvements to the WX1 service is a key focus for the Project team and working with AT to consider opportunities to make the WX1 bus service faster and more reliable are being progressed. This will include improvements to bus priority at some key motorway interchanges that will be delivered from 2026 (outside the scope of the Project and this Application).
Opportunities for engagement	Some attendees noted that they'd like to see more and further opportunities for engagement	NZTA is committed to engaging with partners, stakeholders and the community as the project progresses. The Project is in an early phase and the detailed design information has not yet been developed.
Construction staging and timing	While the community generally supported a staged delivery prioritising delivery in the west, some members wanted to see other areas of the corridor prioritised	All stages are important to the overall success of the Project. Delivering stations and sections of the Project in the west first means that more people will have the option to travel by bus, building demand and momentum for future stages. The staging plan is a potential order of delivering the project and is dependent on funding.
Environmental impacts	Community members expressed the importance of minimising impacts on their local environments, in particular Arch Hill Reserve, Ōrangihina and Motu Mānawa Pollen Island Marine Reserve	<ul style="list-style-type: none"> <li>▪ The Project team acknowledges this concern and will work to minimise potential effects on the environment as necessary, and to seek the required approvals at the appropriate time. The package of statutory approvals sought are supported by a variety of environmental assessments and proposed conditions.</li> <li>▪ Motu Mānawa Pollen Island Marine Reserve is not impacted by the Project.</li> <li>▪ The next project stages will further develop the design, including construction methodology and staging.</li> </ul>
Noise and visual impacts	Residents were concerned about the potential construction and operational noise and visual impacts of the proposed connecting structures at Te Atatū and Newton.	<ul style="list-style-type: none"> <li>▪ The Project team have engaged specialists to consider noise and visual effects of the Project.</li> <li>▪ The potential effects of the Project in relation to noise and visual impacts is discussed in Part 4. This information has been drawn from in response to interest landowners and community members with queries related to these impacts.</li> </ul>
Causeway design queries	Elements of the design across the causeway were queried, including	Across the causeway, the busway will use existing motorway and enhanced bus shoulder lanes – much like the Northern Busway uses motorway lanes to cross the Auckland Harbour Bridge. The

Theme	Details	How feedback has been addressed
	why no causeway widening has been proposed	causeway crosses the Mōtū Manawa-Pollen Island Marine Reserve which is an area of significant environmental value. Further widening or building in this area will have a high cost while delivering on average 1–2 minutes of travel time savings.
Northwest Shared Path	Community members expressed the importance of the Northwest Shared Path and questioned how it may be impacted by the Project	The Northwest Shared Path alongside SH16 is very popular and will be retained through the Project. During construction there may need to be some changes to the Northwest Shared Path, but the intent is that it will be open and operational as far as reasonably practicable.
“Get on with it”	The northwest community supported improved public transport options and wanted to see the Project delivered at pace	While plans are being made to deliver the Project, improvement projects to make the WX1 bus service faster and more reliable are being progressed. This will include improvements to bus priority at some key motorway interchanges that will be delivered from 2026. Stage 1 of the Westgate Te Waiarohia station is under construction and will be open in mid-2026.

NZTA is committed to ongoing engagement and consultation with Iwi partners, stakeholders and the wider community. Throughout and following lodgement of this Application, the NZTA Communications and Engagement team will continue to respond to affected and adjacent landowners and residents and notify recipients of lodgement details. The Project’s 0800 contact number, email inbox and website will continue to be operational post-lodgement.

## 7.0 Treaty settlements and recognising customary rights

### 7.1 Treaty settlements

The FTAA requires NZTA to provide information about any Treaty settlements that apply in the Project Area.

The following Treaty settlements are relevant or potentially relevant:

- Te Kawerau a Māki Claims Settlement Act 2015;
- Ngāti Whātua o Kaipara Claims Settlement Act 2013;
- Ngāti Whātua Ōrākei Claims Settlement Act 2012.
- Te Ākitai Waiohua Deed of Settlement 2021;
- Ngāti Pāoa Claims Settlement Act 2025;
- Ngāi Tai ki Tāmaki Claims Settlement Act 2018;
- Ngāti Tamaoho Claims Settlement Act 2018;
- Ngāti Maru (Hauraki) Deed of Settlement 2017; and
- Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014.

It is noted that the Ngāti Tamaterā Deed of Settlement 2017 and the Ngāti Maru (Hauraki) Deed of Settlement 2017 do not appear to meet the definition of Treaty settlement deed in the FTAA, because they have been initialed, but have not been signed and ratified.



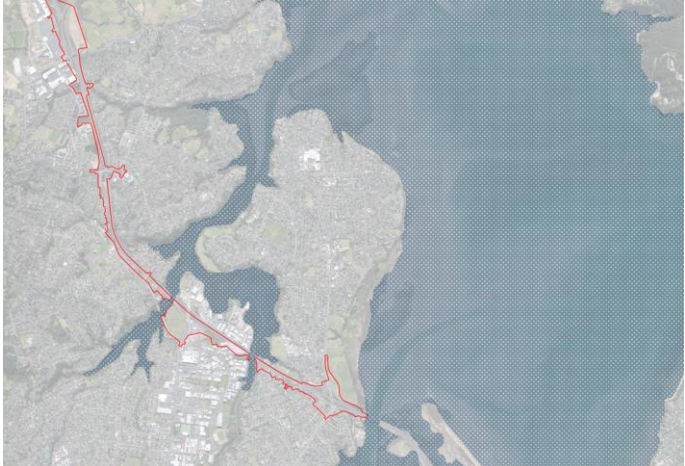
Table 7-1 provides a summary of the relevant principles and provisions in each of the above Treaty settlements and any redress provided by those Treaty settlements that affect natural and physical resources relevant to the Project Area. The locations of Statutory Acknowledgement Areas relevant to the Project are summarised in Table 7-2.

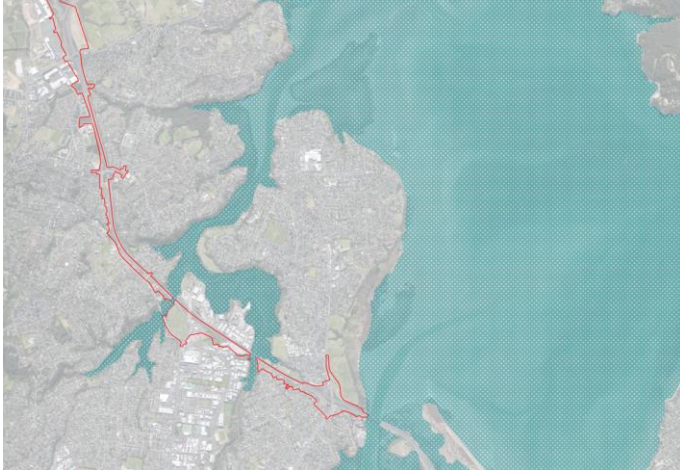
Table 7-1: Summary of Treaty settlements

Treaty settlement	Relevant principles, provisions and redress
Te Kawerau ā Maki Claims Settlement Act 2015	<ul style="list-style-type: none"> <li>▪ The Te Kawerau ā Maki Claims Settlement Act 2015 gave effect to the deed of settlement between Te Kawerau ā Maki, the Trustees of Te Kawerau Iwi Settlement Trust and the Crown dated 22 February 2014. Two subsequent amendment deeds were signed in 2015 and 2019.</li> <li>▪ The Project is partly located within the area of interest of Te Kawerau ā Maki shown in the deed of settlement.</li> <li>▪ The Te Kawerau ā Maki Claims Settlement Act contains the Crown’s acknowledgement of and apology for the grievances of Te Kawerau ā Maki, including breaches of the Treaty of Waitangi, which resulted in the alienation of much Te Kawerau ā Maki land. The settlement includes commercial and cultural redress. It also includes a statutory acknowledgement, and one of the statutory areas intersects with the Project Area and is addressed in Table 6-2 below.</li> <li>▪ Apart from the statutory acknowledgement, there are no other specific principles, provisions or redress in the settlement that are relevant to the Project.</li> <li>▪ Te Kawerau ā Maki is a Project Partner and their involvement in the Project is addressed at Section 6.1.</li> </ul>
Ngāti Whātua o Kaipara Claims Settlement Act 2013	<ul style="list-style-type: none"> <li>▪ The Ngāti Whātua o Kaipara Claims Settlement Act 2013 gave effect to the deed of settlement between Ngāti Whātua o Kaipara and the Crown dated 9 September 2011. Two subsequent amendment deeds were signed in 2012 and 2020.</li> <li>▪ The Project is partly located within the area of interest of Ngāti Whātua o Kaipara shown in the deed of settlement.</li> <li>▪ The Ngāti Whātua o Kaipara Claims Settlement Act contains the Crown’s acknowledgement of and apology for the grievances of Ngāti Whātua o Kaipara, including that its actions resulted in the virtual landlessness of Ngāti Whātua o Kaipara. The settlement also includes commercial and cultural redress. It also includes a statutory acknowledgement, but none of the statutory areas intersect with the Project Area.</li> <li>▪ There are no specific principles, provisions or redress in the settlement which are relevant to the Project.</li> </ul>
Ngāti Whātua Ōrākei Claims Settlement Act 2012	<ul style="list-style-type: none"> <li>▪ The Ngāti Whātua Ōrākei Claims Settlement Act 2012 gave effect to the deed of settlement between Ngāti Whātua Ōrākei, Ngāti Whātua Ōrākei Trustee Limited and the Crown dated 5 November 2011.</li> <li>▪ The Project is partly located within the area of interest of Ngāti Whātua Ōrākei shown in the deed of settlement.</li> <li>▪ The Ngāti Whātua Ōrākei Claims Settlement Act features the Crown’s acknowledgement of and apology for the grievances of Ngāti Whātua Ōrākei, including that its actions left Ngāti Whātua Ōrākei virtually landless by 1855. The settlement also includes commercial and cultural redress. It also includes a statutory acknowledgement, but the statutory area does not intersect with the Project Area.</li> <li>▪ There are no specific principles, provisions or redress in the settlement which are relevant to the Project.</li> <li>▪ Ngāti Whātua Ōrākei is a Project Partner and their involvement in the Project development is addressed at Section 6.1.</li> </ul>
Te Ākitai Waiohua Deed of Settlement 2021	<ul style="list-style-type: none"> <li>▪ The Crown and Te Ākitai Waiohua signed this deed of settlement on 12 November 2021.</li> <li>▪ The Project is located within the area of interest of Te Ākitai Waiohua shown in the deed of settlement.</li> <li>▪ The deed of settlement acknowledges and apologises for the grievances of Te Ākitai Waiohua, including that its actions led to the virtual landlessness of Te Ākitai Waiohua. The deed of settlement includes proposed commercial and cultural redress. It includes a proposed statutory acknowledgement, and two of the proposed statutory areas intersect with the Project Area and are addressed in Table 7-2 below.</li> <li>▪ Apart from the proposed statutory acknowledgements, there are no other specific principles, provisions or redress in the settlement that are relevant to the Project.</li> <li>▪ Te Ākitai Waiohua is a Project Partner and their involvement in the Project development is addressed at Section 6.1.</li> </ul>

Treaty settlement	Relevant principles, provisions and redress
<p>Ngāti Pāoa Claims Settlement Act 2025</p>	<ul style="list-style-type: none"> <li>▪ The Ngāti Pāoa Claims Settlement Act 2025 gave effect to the deed of settlement between Ngāti Pāoa, the trustees of the Ngāti Pāoa Settlement Trust and the Crown dated 20 March 2021.</li> <li>▪ The Project is partly located within the area of interest of Ngāti Pāoa shown in the deed of settlement.</li> <li>▪ The Ngāti Pāoa Claims Settlement Act features the Crown’s acknowledgement of and apology for the grievances of Ngāti Pāoa, including that the Crown failed to protect Ngāti Pāoa from the rapid alienation of land following the signing of te Tiriti o Waitangi. The settlement also includes commercial and cultural redress. It also includes a statutory acknowledgement, but none of the statutory areas intersect with the Project Area.</li> <li>▪ There are no specific principles, provisions or redress in the settlement which are relevant to the Project.</li> </ul>
<p>Ngāi Tai ki Tāmaki Claims Settlement Act 2018</p>	<ul style="list-style-type: none"> <li>▪ Ngāi Tai ki Tāmaki Claims Settlement Act 2018 gave effect to the deed of settlement between Ngāi Tai ki Tāmaki, the trustees of the Ngāi Tai ki Tāmaki Trust and the Crown dated 7 November 2015. Three subsequent amendment deeds were signed in 2016, 2017, and 2018.</li> <li>▪ The Project is partly located within the area of interest for Ngāi Tai ki Tāmaki shown in the deed of settlement.</li> <li>▪ The Ngāi Tai ki Tāmaki Claims Settlement Act features the Crown’s acknowledgement of and apology for the grievances of Ngāi Tai ki Tāmaki, including breaches of te Tiriti o Waitangi and confiscation of whenua. The settlement includes commercial and cultural redress. It includes a statutory acknowledgement, and one of the statutory areas intersects with the Project Area and is addressed in Table 7-2 below.</li> <li>▪ Apart from the statutory acknowledgement area, there are no other specific principles, provisions or redress in the settlement that are relevant to the Project.</li> <li>▪ Ngāi Tai ki Tāmaki is identified as a relevant Treaty Settlement entity. Through engagement with Ngāi Tai ki Tāmaki, representatives expressed they did not wish to comment specifically on the Project. They wish to be kept updated as the Project progresses, and were added to the Project’s stakeholder distribution list for future updates.</li> </ul>
<p>Ngāti Tamaoho Claims Settlement Act 2018</p>	<ul style="list-style-type: none"> <li>▪ The Ngāti Tamaoho Claims Settlement Act 2018 gave effect to the deed of settlement between Ngāti Tamaoho, the Ngāti Tamaoho Settlement Trust and the Crown dated 30 April 2017.</li> <li>▪ The Project is located within the area of interest of Ngāti Tamaoho as shown in the deed of settlement.</li> <li>▪ The Ngāti Tamaoho Claims Settlement Act features the Crown’s acknowledgement of and apology for the grievances of Ngāti Tamaoho, including its failure to honour te Tiriti o Waitangi, the confiscation of land and suffering arising from the New Zealand Wars of the 1860s. The settlement also includes financial and cultural redress. It also includes a statutory acknowledgement, but none of the statutory areas intersect with the Project Area.</li> <li>▪ There are no specific principles, provisions or redress in the settlement which are relevant to the Project.</li> </ul>
<p>Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014</p>	<ul style="list-style-type: none"> <li>▪ The Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 gave effect to the collective redress deed between Ngā Mana Whenua o Tāmaki Makaurau and the Crown dated 5 December 2012. One subsequent amendment deed was signed in 2013.</li> <li>▪ The purpose of the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 includes restoring ownership of certain maunga and motu of Tāmaki Makaurau to the iwi and hapū, providing mechanisms for iwi and hapū to exercise mana whenua and kaitiakitanga over the maunga and motu, and providing a right of first refusal regime in respect of certain land in Tāmaki Makaurau.</li> <li>▪ The Project is located within the Tāmaki Makaurau Area shown in the deed of settlement, however none of the maunga or motu are within the Project Area.</li> <li>▪ There are no specific principles, provisions or redress in the settlement which are relevant to the Project.</li> </ul>

**Table 7-2: Location of Relevant Statutory Acknowledgement Areas**

Treaty settlement	Statutory Area(s)	Intersection with Project Area
Te Kawerau ā Maki Claims Settlement Act 2015	'Te-Wai-o-Pereira / Henderson Creek and tributaries' as outlined on OTS-106-18 in the Attachments to the deed of settlement.	<p>The part of the Project Area that intersects with this statutory area is shown below:</p> 
Te Ākitai Waiohū Deed of Settlement 2021	'Arch Hill Scenic Reserve' as outlined on OMCR-131-011 in the Attachments to the deed of settlement.	<p>The part of the Project Area which intersects with this proposed statutory area is shown below:</p> 
	Coastal Statutory Acknowledgement area outlined on OMCR-131-037 in the Attachments to the deed of settlement.	<p>The part of the Project Area within the CMA which intersects with this statutory area is shown below</p> 

Treaty settlement	Statutory Area(s)	Intersection with Project Area
Ngāi Tai Ki Tāmaki Claims Settlement Act 2018	'Coastal Marine Area' as outlined on OTS-403-128 in the Attachments to the deed of settlement.	The part of the Project Area within the CMA which intersects with this statutory area is shown below: 

For completeness, the Project Area is not located within or adjacent to (schedule 5, clause 5(1)(b)):

- Ngā rohe moana o ngā hapū o Ngāti Porou; or
- A protected customary rights area under the MACAA.

## 7.2 Iwi Management Plans

### 7.2.1 Te Kawerau ā Maki Resource Management Statement

The Te Kawerau ā Maki Resource Management Statement outlines the goals of the Kawerau ā Maki Trust regarding the sustainable management of taonga within their tribal area. The document affirms the role of iwi as kaitiaki and sets out expectations for engagement with resource consent applicants, territorial authorities, and DoC.

The statement establishes the Trust's authority in environmental management and highlights the importance of spiritual, cultural, environmental, and heritage values in environmental decision making. It addresses key areas such as water quality, coastal marine areas, waste management, flora and fauna, land and landscape, heritage protection, and design. The Trust advocates for the protection and enhancement of mauri of all things, restoration of ecosystems, recognition of cultural values in planning, and the right to manage and benefit from iwi heritage and resources.

The project is generally consistent with the Te Kawerau ā Maki Resource Management Statement as demonstrated in Part 2, Section 3 and Part 4, Section 16.3.2 of the substantive application. In particular:

- Upholding the value of kaitiaki representation throughout the Project development (2.0 of the resource management statement);
- Informing the Trust of the project at an early stage of development (section 3.0 of the resource management statement); and
- Providing opportunity for Te Kawerau ā Maki to provide cultural significance of places or areas within the Project area, consider the management of water and waterways, the recognition of coastal areas and native flora and fauna (Section 4.2, 4.4, 4.5, 4.6 and 4.7 of the resource management statement), through input into alternatives assessment, indicative design development and proposed mitigation.

A letter of support has been provided by Te Kawerau ā Maki Trust and included in the substantive application.

### 7.2.2 Ngāti Whātua Ōrākei – Te Pou Kāhu Pōkere

Te Pou o Kāhu Pōkere outlines the values, priorities and aspirations of Ngāti Whātua Ōrākei in relation to resource management within their rohe. The plan is grounded in the principle of kaitiakitanga and seeks to embed mātauranga Māori into statutory planning and environmental decision-making. It sets out desired outcomes across a wide range of domains including water quality, waste management, climate change, biodiversity, cultural heritage, and urban design. The plan also details engagement protocols and expectations for consultation, particularly in relation to development proposals within the rohe.

The Project is generally consistent with the Te Pou Kāhu Pōkere as demonstrated in Part 2, Section 3 and Part 4, Section 16.3.2 of the substantive application. In particular:

- Upholding the expectations of Ngāti Whātua Ōrākei for engagement throughout the Project development (Section 3 of Te Pou Kāhu Pōkere);
- Embedding kaitiakitanga as a Project value (Section 4 of Te Pou Kāhu Pōkere);
- Directly supporting the Ngāti Whātua Ōrākei priority for a shift towards low carbon, mass transit, transport systems (section 4.17 of Te Pou Kāhu Pōkere); and
- Consideration of native flora and fauna, pest management, water quality and management, coastal areas and cultural heritage (Section 4 of Te Pou Kāhu Pōkere) through input into alternatives assessment, indicative design development and proposed mitigation.

## 8.0 Receiving environment

This section provides a description of the existing environment within which the Project will be constructed and operated and against which the effects of the Project have been assessed by the environmental specialists. This section provides a broad description of the Project Area and surrounding environment, focusing on the historical and regional context, and the built, natural and human environment. The specialist environmental assessment reports supporting this Application provide detailed descriptions of specific features relevant to each discipline.

### 8.1 Brigham Creek to Te Whau River

The receiving environment between Brigham Creek and Te Whau River is summarised in Table 8-1 and shown in Figure 8-1 and Figure 8-2.

**Table 8-1: Summary of receiving environments between Brigham Creek and Te Whau River**

Features	Description
Current Land Use	<p>From west to east, the surrounding receiving environment within and adjacent to the Project Area is described as follows.</p> <ul style="list-style-type: none"> <li>Existing land use between Brigham Creek Road and Hobsonville Road is largely rural in nature. The area is future urban zoned, and urbanisation is expected over the coming decades. Immediately to the north and south of Fred Taylor Drive is a large retail precinct, which includes the NorthWest and Westgate Shopping Centres.</li> <li>Between Westgate and Huruhuru Creek, the land use is predominantly residential. A number of local parks and recreation areas serve these residential areas adjacent to the state highway. Royal Road Primary school is located near SH16 on Royal Road.</li> <li>Between Huruhuru Creek and Henderson Creek, land use is dominated by industrial activities. A Radio New Zealand AM radio transmission tower is located between Triangle and Lincoln Road and SH16.</li> <li>Land use between Henderson Creek and the Whau River (Te Atatū South) is predominantly residential.</li> <li>There are nationally and regionally significant network utilities throughout the corridor, including national grid transmission lines, waste and water supply services and stormwater treatment devices.</li> </ul>
AUP Zoning	<ul style="list-style-type: none"> <li>Business-Metropolitan Centre, General Business</li> <li>Business-Light Industry</li> <li>Business-Heavy Industry</li> <li>Residential Terrace Housing and Apartment Building</li> <li>Residential-Mixed Housing Urban</li> <li>Residential-Mixed Housing Suburban</li> <li>Residential-Single House</li> <li>Future Urban</li> <li>Open Space-Informal Recreation</li> <li>Open Space-Conservation</li> <li>Open Space-Sport and Active Recreation</li> <li>Coastal-Transition and Coastal-General Coastal Marine Area</li> <li>Strategic Transport Corridor and Road</li> </ul>
AUP Overlays	<p><b>Outstanding Natural Features Overlay:</b></p> <ul style="list-style-type: none"> <li>ID 40, Harbour View Pleistocene terraces (Ōrangihina Park, 375 Te Atatū Road, Te Atatū)</li> </ul> <p><b>Historic Heritage Overlay Extent of Place:</b></p> <ul style="list-style-type: none"> <li>R11_1724, Auckland Brick and Tile Co Brickworks (Ōrangihina Park, 375 Te Atatū Road, Te Atatū)</li> </ul> <p><b>Significant Ecological Areas Overlay</b></p> <ul style="list-style-type: none"> <li>Marine, M2, 55a</li> <li>Terrestrial, 4938 (Henderson Creek)</li> <li>Terrestrial, 3262 (Henderson Creek)</li> <li>Terrestrial, 5124 (Massey)</li> <li>Terrestrial, 2040 (Mānutewhau Stream)</li> </ul> <p><b>National Grid Corridor Overlay:</b></p> <ul style="list-style-type: none"> <li>National Yard Uncompromised</li> <li>National Grid Subdivision Corridor</li> <li>National Grid Substation Corridor</li> <li>High-Use Aquifer Management Areas Overlay - Kumeu Waitemata Aquifer</li> <li>Stormwater Management Area Control - MASSEY, Flow 2</li> <li>Aircraft Noise Overlay - Whenuapai Airbase - noise control area (55dBA)</li> </ul>
AUP Precincts	<ul style="list-style-type: none"> <li>Westgate Sub-Precinct A, B, E and F. These sub-precincts apply to the south of the existing SH16 corridor.</li> <li>Spedding Block Precinct. This precinct applies to the north of the existing SH16 corridor</li> </ul>

Features	Description
Existing designations	<p><b>NZTA</b></p> <ul style="list-style-type: none"> <li>▪ 6738, State Highway 16 from Whau River to Henderson Creek, Te Atatū</li> <li>▪ 6742, State Highway 16 – Henderson Creek to Huruheru Road Bridge Massey</li> <li>▪ 6744, State Highway 16, Westgate</li> <li>▪ 6740, State Highway 16 – North end of Fred Taylor Drive to Ngongetepara Stream, Brigham Creek</li> <li>▪ 6741, State Highway 16 and 18 – Westgate to Whenuapai and Hobsonville</li> <li>▪ 6743, Huruheru Road Bridge Massey to Westgate</li> <li>▪ Notice of Requirement (S1) Alternative State Highway, Subject to Appeal</li> <li>▪ Notice of Requirement (S3) Rapid Transit Corridor, Subject to Appeal</li> </ul> <p><b>Vector Limited</b></p> <ul style="list-style-type: none"> <li>▪ 8918, 110kV underground transmission line Massey North</li> <li>▪ 8910, Westgate substation</li> <li>▪ 8855, Te Atatū substation</li> </ul> <p><b>Watercare Services Ltd</b></p> <ul style="list-style-type: none"> <li>▪ 9328, Pumping station</li> <li>▪ 9377, Northern Interceptor Shared Corridor</li> <li>▪ 9375, Northern Interceptor Phase 3 and 6</li> <li>▪ 9334, Wastewater Pumping Station</li> </ul> <p><b>Radio New Zealand Ltd</b></p> <ul style="list-style-type: none"> <li>▪ 7300, Telecommunication and radio communication transmission facility</li> </ul> <p><b>Ministry of Education</b></p> <ul style="list-style-type: none"> <li>▪ 4641, Royal Road Primary School years 0-8</li> </ul> <p><b>Auckland Transport</b></p> <ul style="list-style-type: none"> <li>▪ 1484, Spedding Road</li> <li>▪ 1473, Northside Drive</li> <li>▪ 1433, Fred Taylor Drive Transport Corridor</li> <li>▪ 1468, Road Widening – State Highway 16 (Westgate to Whenuapai)</li> <li>▪ 1437, Hobsonville Road Transport Corridor</li> <li>▪ Notice of Requirement, W5 Alteration to designation 1437 Hobsonville Road, Subject to Appeal</li> <li>▪ 1452, Road Widening – Te Atatū South Road</li> <li>▪ 1477, Lincoln Road Corridor Improvements</li> </ul> <p><b>New Zealand Defence Force</b></p> <ul style="list-style-type: none"> <li>▪ 4311, Airspace restriction, Whenuapai Air Base</li> </ul>
Other controls and non-statutory features	<ul style="list-style-type: none"> <li>▪ Vehicle Access Restriction Control - Motorway Interchange Control</li> <li>▪ Macroinvertebrate Community Index – Exotic, Urban and Rural</li> </ul>
Community and local facilities	<ul style="list-style-type: none"> <li>▪ Waitakere Badminton Centre</li> <li>▪ Royal Road School</li> <li>▪ Westgate Islamic Centre</li> <li>▪ Rutherford College</li> <li>▪ Stormwater Basin Reserve (Westgate)</li> <li>▪ Stormwater Basin Reserve, Tihema Stream Reserve, Mānutewhau Walk Reserve (Westgate)</li> <li>▪ Huruheru Reserve (Massey)</li> <li>▪ Henderson Creek Esplanade Reserve, Flanshaw Esplanade Reserve (Henderson)</li> <li>▪ Ōrangihina Park, McCormick Green (Te Atatū)</li> </ul>
Hydrogeological features	<ul style="list-style-type: none"> <li>▪ Floodplains, overland flow paths, catchments, streams and tributaries</li> <li>▪ Totara Creek, Mānutewhau Stream, Tihema Stream, Rarawaru Stream, a tributary of Manutewhau Stream, unnamed stream at Westgate Park, Huruheru Creek, Wai-o-Pareira / Henderson Creek, Te Whau River.</li> </ul>

Features	Description
Archaeology	<ul style="list-style-type: none"> <li>Auckland Brick and Tile Company (R11/1724) (Te Whau River at Te Atatū)</li> </ul>
Flooding Catchments within the existing floodplains for the 1% AEP	<ul style="list-style-type: none"> <li>Whenuapai Catchment</li> <li>Massey Catchment</li> <li>Henderson Catchment</li> </ul>
Statutory Acknowledgement Area (as defined in the relevant Treaty Settlement Act)	<ul style="list-style-type: none"> <li>Te Wai o Pareira / Henderson Creek and tributaries (Te Kawerau ā Maki)</li> <li>Coastal Marine Area (Te Kawerau ā Maki)</li> </ul>
Geology	<ul style="list-style-type: none"> <li>Puketoka</li> <li>Auckland Volcanic field (Tāmaki Isthmus)</li> <li>Takaanini Formation: Late Pliocene to Middle Pleistocene pumiceous river deposits comprising conglomerate, sandstone, ignimbrite, breccia, tephra, peat and lignite (Te Atatū)</li> <li>East Coast Bays Formation (Waitematā Group): Alternating sandstone and mudstone layers with variable volcanic content and interbedded volcanoclastic grits. This forms the bedrock underlying the Takaanini Formation (Te Atatū)</li> </ul>
Ecology	<ul style="list-style-type: none"> <li>Open exotic grass (rank/exotic), planted native vegetation, mixed native and exotic treelands, exotic treeland, broadleaved scrub/forest, exotic scrub, and regenerating vegetation.</li> <li>Kauri tree (Henderson Creek)</li> <li>Saltmarsh, mangroves, shellbanks and estuarine intertidal banks (Henderson Creek and Huruhuru Creek)</li> </ul>



Figure 8-1: Receiving environment between Brigham Creek and Te Whau River (Brigham Creek Rarawaru station to Royal Road Mānutewhau station)

# Te Ara Hauāuru Northwest Rapid Transit

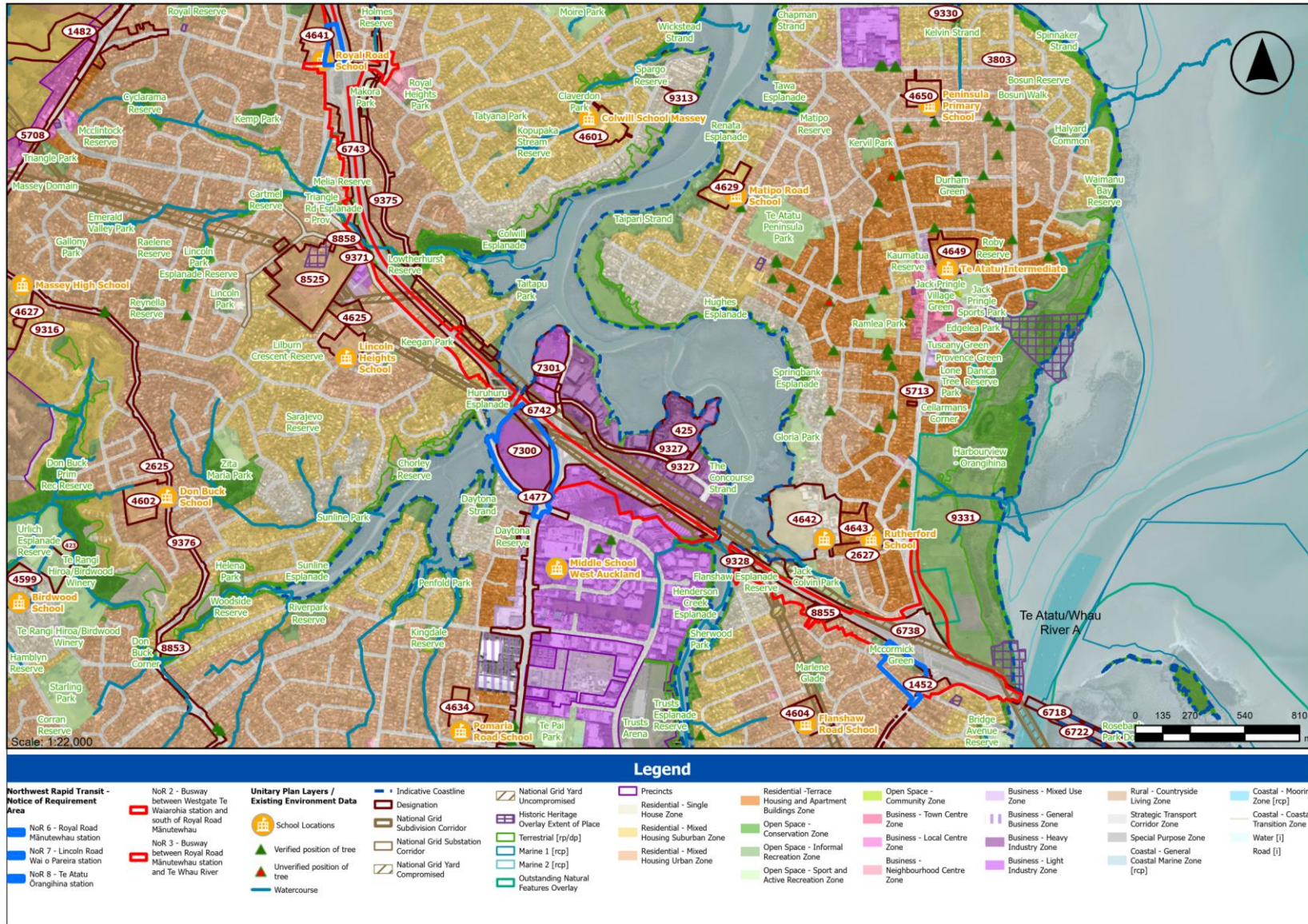


Figure 8-2: Receiving environment between Brigham Creek and Te Whau River (Royal Road Mānutewhau station to Te Atatū)

## 8.2 Waterview Interchange to Ian McKinnon Drive

The receiving environment between Waterview Interchange and Ian McKinnon Drive is summarised in Table 8-2 and shown in Figure 8-3 and Figure 8-4.

Table 8-2: Summary of receiving environments between Waterview Interchange – Ian McKinnon Drive

Features	Description
Current Land use	<p>From west to east, the surrounding receiving environment withing and adjacent to the Project Area is described as follows.</p> <ul style="list-style-type: none"> <li>▪ Point Chevalier is located adjacent to the north of SH16 and east of the Waterview interchange and a local centre, including a mixture of retail and commercial land use.</li> <li>▪ East of the Point Chevalier town centre, the land uses transition to residential.</li> <li>▪ At Western Springs, west of the St Lukes Road overbridge and adjacent to the north of SH16 includes community facilities - Western Springs Memorial Hall and Waiōrea Community Recycling Centre, a carpark and Western Springs Park.</li> <li>▪ East of Western Springs and adjacent to the north of SH16 includes residential, Arch Hill Reserve at Grey Lynn and mixture of land uses including Newton Central School and commercial businesses located to the West of Newton Road.</li> </ul>
AUP Zoning	<ul style="list-style-type: none"> <li>▪ Business – Town Centre</li> <li>▪ Business – Neighbourhood Centre</li> <li>▪ Special Purpose – School</li> <li>▪ Residential – Terrace Housing and Apartment Building</li> <li>▪ Residential – Single House</li> <li>▪ Residential – Mixed Housing Urban</li> <li>▪ Open Space – Informal Recreation</li> <li>▪ Strategic Transport Corridor and Road</li> </ul>
AUP Overlays	<p><b>Outstanding Natural Features Overlay:</b></p> <ul style="list-style-type: none"> <li>▪ ID-132 North-west Motorway lava flow, Western Springs (SH16, Western Springs)</li> <li>▪ ID-95 Meola Creek and estuary (956 Great North Road, Western Springs)</li> </ul> <p><b>Historic Heritage Overlay Extent of Place</b></p> <ul style="list-style-type: none"> <li>▪ 2554, Gateway</li> <li>▪ 1680, Ambassador Theatre</li> <li>▪ 2798, Auckland Savings Bank, Point Chevalier Branch</li> <li>▪ 2518, Cooper Street Historic Heritage Area</li> <li>▪ 1618, Oakley Hospital Main Building</li> </ul> <p><b>Significant Ecological Areas Overlay</b></p> <ul style="list-style-type: none"> <li>▪ Terrestrial, 3240</li> <li>▪ Terrestrial, 6244a</li> </ul> <p><b>Notable Trees Overlay</b></p> <ul style="list-style-type: none"> <li>▪ Pohutukawa, 129 – Keppell Street, Grey Lynn</li> <li>▪ Pohutukawa, 837 – Keppell Street, Grey Lynn</li> <li>▪ Special Character Areas Overlay Residential and Business – Residential Isthmus A</li> </ul>
AUP Precincts	<ul style="list-style-type: none"> <li>▪ Wairaka Precinct</li> </ul>

Features	Description
Existing designations	<p><b>NZTA</b></p> <ul style="list-style-type: none"> <li>6718, State Highway 16 Newton to Avondale, State Highway 20 Hillsborough Road to Manukau Harbour Crossing</li> <li>6723, State Highway 16 – Waterview Connection to Western Springs</li> <li>6736, State Highway 1 and State Highway 16 Central Motorway Junction</li> </ul> <p><b>Auckland Transport</b></p> <ul style="list-style-type: none"> <li>1606, Council carpark (1-9 Parr Road North)</li> <li>1610, Council carpark (820 Great North Road)</li> </ul> <p><b>Watercare Services Ltd</b></p> <ul style="list-style-type: none"> <li>9466, Wastewater infrastructure (Central Interceptor)</li> </ul> <p><b>Kordia Limited</b></p> <ul style="list-style-type: none"> <li>3300, Microwave transmission corridor</li> </ul>
Other non-statutory features	<ul style="list-style-type: none"> <li>Building Frontage Control – Key Retail Frontage</li> <li>Coastal inundation 1 per cent AEP plus 1m Control – 1m sea level rise</li> <li>Macroinvertebrate Community Index – Exotic, Native and Urban</li> <li>Height Variation Control (Point Chevalier – 18m)</li> </ul>
Community and local facilities	<ul style="list-style-type: none"> <li>Eric Armishaw Reserve Walkway, Western Springs Park, Unitec Mt Albert Campus, Museum of Transport and Technology (MOTAT), Auckland Zoo, Newton Central School which are adjacent to the Proposed Designation but not within.</li> <li>St Francis Catholic School</li> <li>Waiōrea Community Recycling Centre</li> <li>Western Springs Garden Community Hall</li> <li>Arch Hill Scenic Reserve</li> <li>Suffolk Reserve</li> </ul>
Hydrogeological features	Floodplains, overland flow paths, catchments and streams (Meola Creek and estuary) and tributaries.
Ecology	Flaxland, Amenity planting, mixed native and exotic treeland
Vegetation	<ul style="list-style-type: none"> <li>Group of pōhutukawa trees (St Francis School, Point Chevalier)</li> <li>Pōhutukawa trees (road reserve on Great North Road adjacent to Western Springs Park)</li> <li>Notable pōhutukawa trees (30 Potatau Street and 2 Kirk Street, Grey Lynn)</li> </ul>
Geology	<ul style="list-style-type: none"> <li>Auckland Basalts lava (Kerikeri Volcanic Group): Late Pleistocene to Holocene igneous rocks comprising grey to very dark grey, dense, fine grained olivine basalt or basanite lava flows (Western Springs)</li> <li>Takaanini Formation: Late Pliocene to Middle Pleistocene pumiceous river deposits comprising conglomerate, sandstone, ignimbrite, breccia, tephra, peat and lignite.</li> </ul>
Flooding Catchments within the existing floodplains for the 1% AEP	<ul style="list-style-type: none"> <li>Meola Creek Catchment</li> <li>Motions Creek Catchment</li> </ul>
Archaeology	<ul style="list-style-type: none"> <li>Drystone Wall (R11/2213)</li> <li>Midden (R11/2832) (adjacent to the Waiōrea Community Recycling Centre, Western Springs)</li> <li>Middens (redeposited) (R11/2214 and R11/3567) (Meola Creek, Western Springs)</li> </ul>

Features	Description
Built Heritage	<ul style="list-style-type: none"> <li>▪ Point Chevalier Town Centre (historic core) (1210-1234 Great North Road), Commercial buildings (1230 and 1234 Great North Road), Commercial building (1224-1228 Great North Road), Ambassador Theatre (1218-1220 Great North Road), Fisheries Building (1212-1216 Great North Road), Chamberlain Park Clubhouse (former) (956-990 Great North Road), Special Character Area (Arch Hill and Eden Terrace) are located within the Proposed Designation.</li> <li>▪ ASB (1210 Great North Road, Point Chevalier), Scheduled Bluestone Gateway (956-990 Great North Road, Point Chevalier), MOTAT (such as pumphouse, engineer's house and former tram shelter) (805 Great North Road) and Cooper Street Historic Heritage Area for residential dwellings (Cooper Street and Seddon Street, Greyn Lynn) are located adjacent to the Proposed Designation but not within.</li> </ul>
Statutory Acknowledgement Area (as defined in the relevant Treaty Settlement Act).	<ul style="list-style-type: none"> <li>▪ Arch Hill Scenic Reserve for Te Ākitai Waiohū in their Deed of Settlement.</li> </ul>

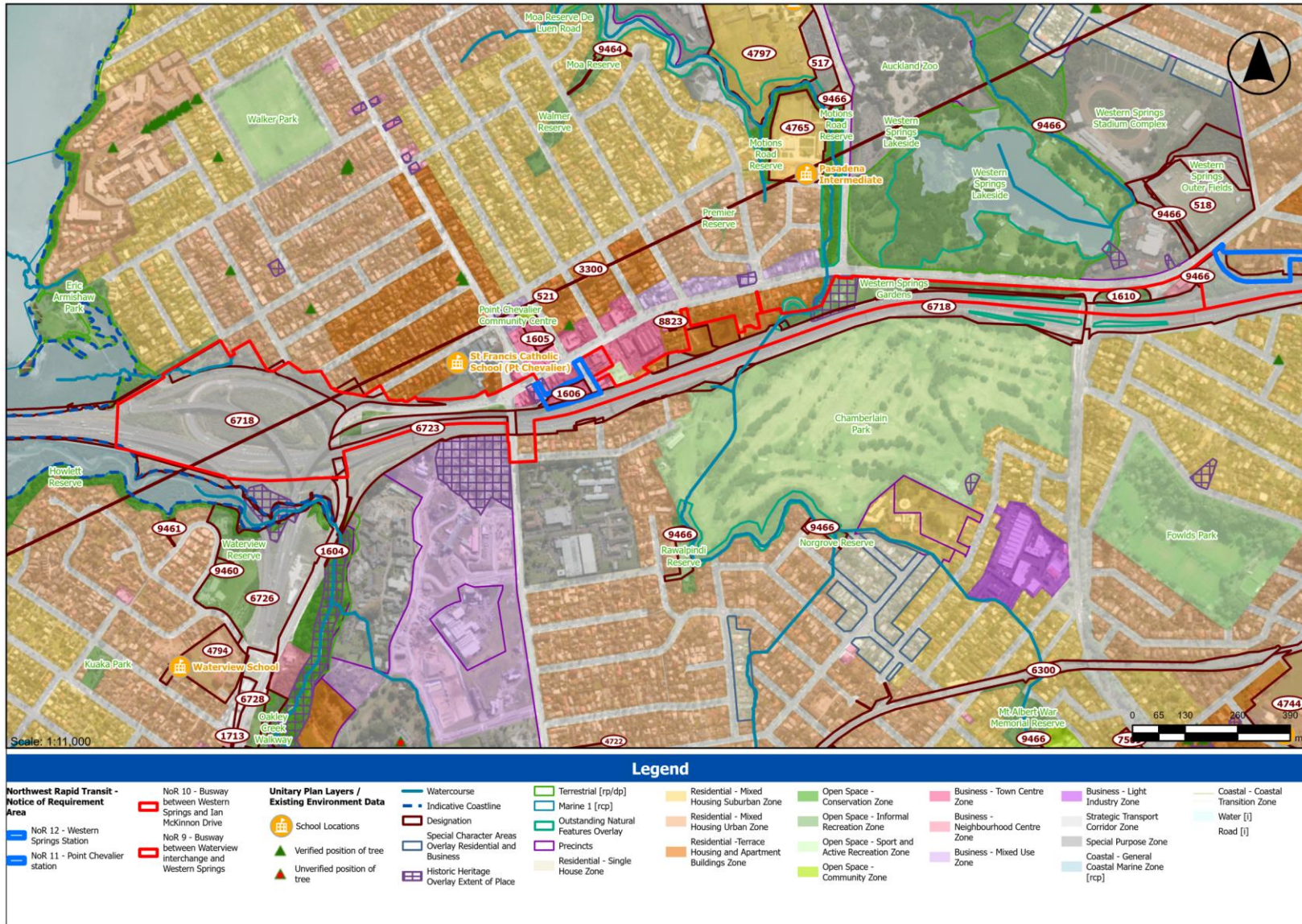


Figure 8-3: Receiving environment between the Waterview Interchange and Ian McKinnon Drive (Waterview Interchange to Western Springs station)

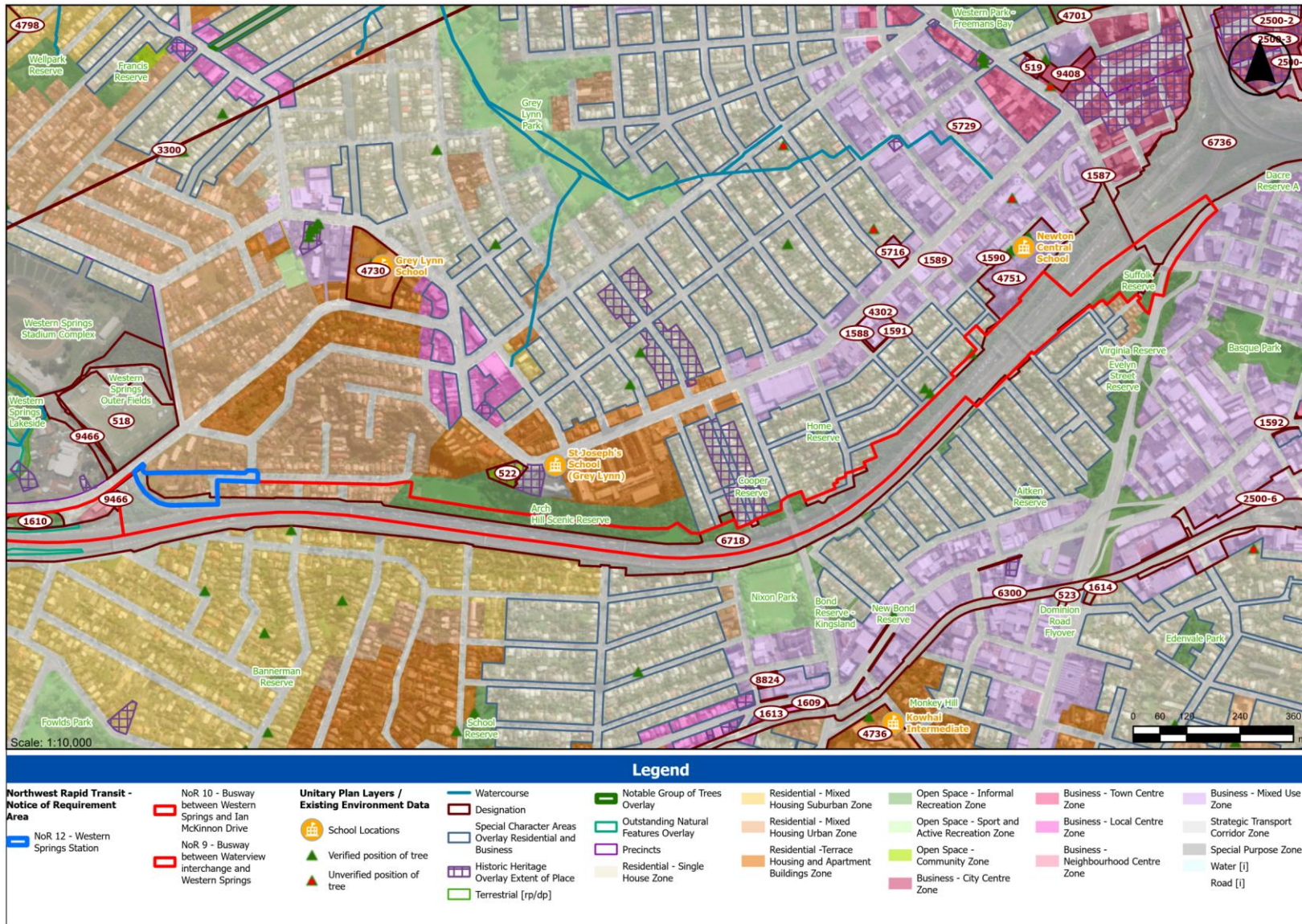


Figure 8-4: Receiving environment between the Waterview Interchange and Ian McKinnon Drive (Western Springs station to Ian McKinnon Drive)

## 9.0 Other matters

### 9.1 Project eligibility – section 13(4)(c)

NZTA is required to provide information to demonstrate that the Project does not involve any ineligible activities (other than activities that may be the subject of a determination under section 23 or 24) in accordance with section 13(4)(c) of the FTAA.

NZTA has undertaken a comprehensive review of all land within the Project Area to confirm whether the Project involved any ineligible activities. This review process confirmed that the Project does not involve any ineligible activities.

### 9.2 What is needed to complete the Project

Section 13(4)(s) and 13(4)(k) requires that a substantive application provide:

- A description of the applicant's legal interest in the land on which the Project will occur, including a statement of how that affects the applicant's ability to undertake the work; and
- An outline of the types of consents, certificates, designations, concessions, and other legal considerations (other than contractual authorisations or the proposed approvals) that the applicant considers are needed to authorise the Project.

### 9.3 Outline Plan

In accordance with section 176A of the RMA, NZTA will submit to Auckland Council one or more outline plan(s), detailing all relevant aspects of the Project required by s176A and the proposed designation conditions. The Outline Plans are likely to be staged to address specific activities or to reflect the staged implementation of the Project.

### 9.4 Legal interest in land

Section 13(4)(s) of the FTAA requires a description of the applicant's legal interests in the land subject to the Application. The land required for the Project is either currently owned or will be owned by the Crown. Some properties have already been acquired by the Crown, with others under negotiation.

The vast majority of the land within the Proposed Designation will need to be owned by the Crown to accommodate permanent works such as the busway, stations, connections to local roads, and stormwater devices. In some instances (for example, where private driveways may need to be realigned), temporary occupation licenses, easements or similar are sufficient to allow Construction Works to be undertaken, and there is no need for long term ownership by the Crown.

All land acquisitions and licenses to occupy will be negotiated in accordance with the Public Works Act 1981 (PWA) processes.

There are approximately 372 properties either partially or fully within the Proposed Designation. 233 of these properties are currently privately owned. The land required for the Project is shown on the drawings in Part 6.

NZTA's current legal interest in land on which the Project will occur will not affect NZTA's future ability to undertake the proposed work. NZTA may stage the construction of the Project, as outlined above. Acquisition of land required for the Project may be undertaken in a staged manner to align with the release of funding for works and the proposed implementation and staging programme.

## 9.5 Approvals under s177(1)(a) of the RMA

Some of the land subject to the Proposed Designation is already subject to existing designations. To undertake work in accordance with a designation on land where there is an existing designation in place, the written consent of the requiring authority for the earlier designation is required under section 177(1)(a).

Written approval from the requiring authority for the preeminent designation is required to complete the works but is not required in order to designate the land. Written approval under section 177(1)(a) of the RMA will be obtained closer to the time of construction.

Table 9-1 identifies the requiring authorities with existing designations, whom NZTA will need approval from to undertake works for the Project. NZTA will work with the requiring authorities to obtain approval closer to the time of construction.

Table 9-1: Existing Designations within the Proposed Designation for the Project

Requiring Authority	Asset	Location	Designation (if applicable)
Auckland Transport	Carpark	820 Great North Road	1610
	Carpark	1-9 Parr Road (North)	1606
	Hobsonville Road transport corridor	Hobsonville Road	1437
	Road widening	SH16 (Westgate to Whenuapai)	1468
	Roading – Northside Drive	Northside Drive	1473
	Roading – Spedding Road	Spedding Road	1484
Watercare Services Ltd	Central Interceptor Main Works	Western Springs	9466
	Northern Interceptor Shared Corridor	Westgate	9377
	Wastewater Pump Station	Te Atatū	9334
Vector Ltd	Substation	Te Atatū	8855
	Substation	Westgate	8910
	110kV Underground electricity transmission cable	Westgate and Massey	8918
Radio New Zealand Ltd	Telecommunication and radiocommunication transmission facility	Lincoln Road	7300
Ministry of Education	Royal Road Primary School	Royal Road	4641
New Zealand Defence Force	Whenuapai Air Base (Airspace Restriction)	Approach and Departure surfaces, Whenuapai Air Base	4311

## 9.6 Wildlife Act Permit

A lizard survey was carried out in the Project Area, and while there were many rainbow skinks, only two individual Copper skink were found. If copper skink are present at the time of construction, it will be necessary to relocate them prior to construction works in order to comply with the Wildlife Act 1953. Any relocation of copper skink will be undertaken in accordance with a region-wide permit held by a herpetologist or a project-specific permit obtained at a later date.

## 9.7 Complex Freshwater Fisheries Regulations

Approvals relating to placement of culverts and impedance of fish passage are not sought in this Application. Depending on the final construction methodology and detailed design, these may be required before works commence in some waterways. Approvals under the Freshwater Fisheries Regulations Act 1983 may be sought closer to the time of construction if needed.