Technical Specialist Memo - Urban Design North West Rapid Transit - FTAA-2511-1146

To:	Warwick Pascoe – Premium Project Lead Celia Wong – Senior Planner, Resource Consents Louise Barclay & Jo Hart – Senior Planner, Notices of Requirement
From:	Frank Pierard Consultant Urban Designer Pierard Design Consultants Ltd on behalf of Tāmaki Makaurau Design Ope Auckland Council
Qualifications & Relevant Experience:	I hold a Master of Urban Design with First Class Honours and a Bachelor of Landscape Architecture. I am a registered Urban Designer with the Urban Design Institute of Aotearoa and a registered Landscape Architect with the New Zealand Institute of Landscape Architects Tuia Pito Ora. I have experience preparing and reviewing urban design assessments, urban design statements, design guidance, masterplans and specialist urban design advice for resource consent applications, plan changes, notices of requirement and fast-track applications. My experience includes both applicant-side and Council-side urban design work, including assessment of built form, public realm, access and movement, interface treatment, amenity, CPTED, legibility, and design-related consent and designation conditions. I have prepared expert evidence for resource consent applications and plan changes, and have appeared as an expert witness before the Environment Court. For this memorandum, my review is limited to urban design matters relevant to the Notices of Requirement, including station and corridor integration, interfaces with adjacent land uses, accessibility, legibility, CPTED, amenity, station environment quality, and the adequacy of the proposed designation condition framework.
Preparation in Accordance with the Code of Conduct:	I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses (**Code**), and have complied with it in the preparation of this memorandum. I also agree to follow the Code when participating in any subsequent processes, such as expert conferencing, directed by the Panel. I confirm that the opinions I have expressed are within my area of expertise and are my own, except where I have stated that I am relying on the work or evidence of others, which I have specified.
Date:	02/06/2026

1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name:	North West Rapid Transit
Fast-Track application number:	FTAA-2511-1146 **Council Resource Consent References:** BUN60461580 LUC60461581 DIS60461582 (contamination) CST60461583 (structures) CST60461584 (disturbance of seabed (other)) CST60461585 (veg removal) WAT60461586 (groundwater) LUS60461587 (structure) LUS60461588 (works) **Notice(s) of Requirement**

NOR number	Description
NoR 1	Busway between Brigham Creek Rarawaru station and north of Westgate Te Waiarohia station (including stations, Park and Ride and all local road connections)
NoR 2	Busway between north of Westgate Te Waiarohia station and north of Royal Road Mānutewhau station (including stations, Park and Ride and all local road connections)
NoR 3	Busway between Royal Road Mānutewhau Station and Te Whau River (including all stations and local road connections)
NoR 4	Brigham Creek Rarawaru station including Park and Ride
NoR 5	Westgate Te Waiarohia station
NoR 6	Royal Road Mānutewhau station
NoR 7	Lincoln Road Wai o Pareira station
NoR 8	Te Atatū Ōrangihina station
NoR 9	Busway between Waterview interchange and west of Ivanhoe Road (including all stations and local road connections)
NoR 10	Busway between Ivanhoe Road and Ian McKinnon Drive (including all stations and local road connections)
NoR 11	Point Chevalier station
NoR 12	Western Springs station

Site address:	Generally alongside State Highway 16 between Brigham Creek and Auckland City Centre • NWRT_Part 6_ 5_Property Schedule_Land within designation boundary and

- NWRT_Part 6_6_Property Schedule_Land adjacent to the designation boundary)

2.0 Executive Summary / Principal Issues

From an urban design perspective, I support the Notices of Requirement in principle, subject to the proposed designation conditions being strengthened.

The Project has a clear strategic transport role and has the potential to improve access, mode choice and connectivity across the north-western corridor. The key urban design issue is not the Project's strategic purpose, but the adequacy of the condition framework where substantial design development is deferred to later detailed design and Outline Plan stages.

In my opinion, the proposed designation conditions should be strengthened to require an Urban and Landscape Design Management Plan, or equivalent condition mechanism, to be submitted with the relevant Outline Plan. This should require later design stages to demonstrate how station and corridor integration, pedestrian and cycling legibility, accessibility, CPTED, public realm quality, sensitive interfaces, retaining / batter treatment, structures, landscape integration and residual spaces have been addressed.

These matters are particularly important at the main station environments and constrained interface locations, including Brigham Creek Rarawaru, Westgate Te Waiarohia, Royal Road Mānutewhau, Lincoln Road Wai o Pareira, Te Atatū Ōrangihina, Point Chevalier, Western Springs, the Arch Hill / Ivanhoe Road corridor and the Ian McKinnon Drive connection.

I have not identified any section 67 information gaps from an urban design perspective. I consider the application material is sufficient to identify the relevant urban design matters for the purpose of this memorandum. My recommendation relates to the condition framework required to manage deferred design matters through later detailed design and Outline Plan stages.

3.0 Documents Reviewed

I have reviewed the following documents insofar as they are relevant to my urban design assessment:

- Application Structure
- North West Rapid Transit – The Project
- Part 4 - RMA 1991 Approvals - Updated
- Part 4 - Appendix A - Proposed Designation Conditions
- Attachment 6.1 Indicative Design West
- Attachment 6.2 Indicative Design East
- Attachment 6.3 Indicative Cross Section
- Attachment 6.4 Designation Plans
- Attachment 6.17 Landscape and Visual Assessment
- Attachment 6.20 Assessment of Transport Effects
- Updated Comment Response Register dated 20 April 2026
- Relevant Expert Panel minutes / requests for information where they relate to the proposed condition framework and urban design matters

- Local Board comments, insofar as they relate to urban design matters

I have not undertaken a detailed review of technical reports outside my area of urban design expertise, except where those matters are relevant to urban design interface, access, amenity, legibility or integration outcomes.

4.0 Additional Reasons for Consent Not included in AEE (Resource Consent only)

Not applicable to this memorandum.

5.0 Specialist Assessment (Notice(s) of Requirement and Resource Consent)

Scope and limitations

My review focuses on urban design matters relevant to the Notices of Requirement, including station and corridor integration, interfaces with adjacent land uses, accessibility, legibility, Crime Prevention Through Environmental Design, amenity, station environment quality, and the adequacy of the proposed designation condition framework.

This memorandum is not a full urban design assessment of the Project. It provides specialist urban design review advice on the application material, with a particular focus on whether the current designation framework provides sufficient direction for later detailed design and Outline Plan stages.

I have not undertaken a site visit for this review, although I am generally familiar with the corridor and surrounding urban context from previous work and broader Auckland urban design experience. Given the scale of the corridor and the conditions-focused nature of this assessment, I have relied on the application material, indicative design drawings, proposed designation conditions, Council's comments, NZTA's responses and Local Board comments reviewed to date. I consider that information sufficient to identify the urban design matters relevant to this memorandum.

I have not undertaken a landscape, built heritage, transport, ecology, construction effects, or planning assessment. Where those matters overlap with urban design, my comments are limited to urban design interface, access, amenity, legibility and integration outcomes.

A high-level NoR-by-NoR review is provided in the Designation Review Matrix at the end of this memorandum.

Overview

The Project has a clear strategic transport role within Auckland's rapid transit network and has the potential to improve access, mode choice and connectivity across the north-western corridor. From an urban design perspective, I support the Notices of Requirement in principle.

The Project also has the potential to support positive urban design outcomes where stations, active mode connections and corridor interfaces are well integrated with surrounding centres, neighbourhoods, schools, open spaces and public realm networks.

However, the application is being advanced on an indicative design basis, with substantial design development deferred to later detailed design and Outline Plan stages. In that context, my support is subject

to the proposed designation conditions being strengthened to provide clear direction on the urban design and landscape integration outcomes to be addressed at those later stages.

In my opinion, this should be achieved through an Urban and Landscape Design Management Plan, or equivalent condition mechanism, submitted with the relevant Outline Plan.

Indicative design and later Outline Plan process

The application is being advanced on the basis of an indicative design, with further design development intended to occur through later detailed design and Outline Plan stages. This is not unusual for a major transport designation of this scale and complexity.

From an urban design perspective, the issue is not that all station, corridor, public realm or interface details must be resolved at the designation stage. Flexibility is appropriate, particularly given the scale of the corridor, the staging of delivery, and the need to respond to technical, property and construction constraints through detailed design.

However, where key design matters are deferred, the designation conditions need to provide sufficient direction for later Outline Plans. This is particularly important where the Project interfaces with town centres, schools, residential properties, open spaces, active mode networks, heritage settings and constrained urban edges.

The application's reliance on an indicative design and outcomes-based conditions reinforces the importance of a clear condition framework. From an urban design perspective, where the final design may differ from the indicative design relied on for assessment, the conditions need to provide sufficient direction on the urban design outcomes to be addressed through later Outline Plan stages.

Reliance on later Outline Plans is acceptable in principle, provided the condition framework clearly identifies the urban design matters that must be addressed at those later stages. Without that direction, there is a risk that matters such as station integration, pedestrian legibility, accessibility, CPTED, public realm quality, edge treatment and interface design are addressed in a less coordinated way.

Proposed designation conditions and Urban and Landscape Design Management Plan

The proposed designation conditions include an Outline Plan process and a range of management plan and effects-management provisions. These include construction traffic, construction noise and vibration, built heritage, tree protection and landscape planting. However, they do not appear to include a broader Urban and Landscape Design Management Plan or equivalent mechanism requiring future Outline Plans to demonstrate how urban design and landscape integration matters have been addressed.

In my opinion, this is a key limitation of the proposed condition set.

The landscape planting condition may assist with visual softening, vegetation replacement and landscape integration. However, it does not, by itself, secure wider urban design outcomes such as station access, forecourt design, interchange legibility, active mode integration, CPTED, public realm quality, interface treatment, or the treatment of retaining walls, batters, structures and residual spaces.

Likewise, the Construction Traffic Management Plan can manage construction traffic, pedestrian and cycling detours, Shared User Path function, temporary access and related communications during construction. It is not a substitute for a framework addressing permanent urban design outcomes.

The conditions should therefore be strengthened to require an Urban and Landscape Design Management Plan, or equivalent condition mechanism. That mechanism should require future Outline Plans to

demonstrate how relevant urban design and landscape integration matters have been addressed for each stage or relevant Notice of Requirement.

Key urban design matters for later design stages

The recommended Urban and Landscape Design Management Plan should operate flexibly across the corridor. The relevant matters will vary depending on whether the works involve a station, corridor section, school interface, town centre, residential edge, open space, heritage / character setting, active mode connection, bridge / underpass environment or residual land area.

In my opinion, the key urban design matters to be addressed through later design stages are:

- station access, forecourt design and interchange legibility
- pedestrian legibility and amenity within station environments and Park and Ride areas
- walking and cycling connections to, along and across the corridor
- accessibility and universal design
- Crime Prevention Through Environmental Design, including lighting, visibility, passive surveillance, access control and avoidance of isolated residual spaces
- level changes and corridor edge treatments, including retaining walls, batters, fencing and barriers
- public realm quality, including shelter, materials, furniture, wayfinding and planting
- integration of stormwater, landscape and ecological areas with station and corridor design
- management of interim, residual or severed spaces created by staged delivery
- interface treatment with schools, residential properties, open spaces, town centres, heritage / character buildings, commercial / servicing areas and visitor destinations

These matters should be addressed at a level appropriate to each Outline Plan stage. Greater detail should be required where the works interface with sensitive or highly used public environments. The purpose of the recommended condition is not to resolve all detailed design at the designation stage, but to ensure that later design stages are required to address relevant urban design matters in a clear and coordinated way.

Local Board comments reviewed to date reinforce the importance of this approach. Relevant matters include walking and cycling access to Brigham Creek Rarawaru station, integration of Point Chevalier station with the adjoining town centre, management of level changes, CPTED, weather protection, public realm quality, wayfinding, heritage / character interfaces, and the maintenance of safe and legible active mode connections during construction. These matters are consistent with my recommendation that later Outline Plans be supported by an Urban and Landscape Design Management Plan, or equivalent condition mechanism.

Priority locations where those matters arise

The urban design matters identified above are not evenly distributed across the corridor. Some sections are primarily motorway-adjacent and raise more limited urban design issues, while others involve stations, active mode connections, schools, town centres, open spaces, heritage settings or constrained urban edges. These locations require more specific consideration through later detailed design and Outline Plan stages.

The locations below are addressed generally from west to east, consistent with the corridor sequence. They are grouped by broad urban design context to assist readability. In my opinion, these are the areas where the indicative nature of the design and the sensitivity of the receiving environment make later design direction particularly important. Future Outline Plans should clearly demonstrate how relevant urban design matters have been addressed in each location.

WESTERN GROWTH AND INTERCHANGE LOCATIONS

Brigham Creek Rarawaru station and Park and Ride

Brigham Creek Rarawaru station and Park and Ride are located in a fringe / future-growth environment, where the surrounding context is expected to change over time. The wider area also includes planned transport connections, including the I616 Spedding Block Precinct across SH16, which provides for future transport infrastructure, walking and cycling connections, and strategic transport links.

The indicative design identifies a substantial Park and Ride, a new access road from Fred Taylor Drive, station facilities, stormwater management areas and future network connections. It is positive that the station access appears to provide a legible arrival sequence from Fred Taylor Drive, including footpath connections and pedestrian crossings between the access road, Park and Ride and station forecourt.

The key urban design challenge is ensuring that the station functions as a safe, legible and attractive public transport environment from the outset, while retaining flexibility to integrate with the surrounding future urban context. This is particularly important given the scale of the Park and Ride, potential staging, and likely interim conditions before the wider urban environment is fully established.

Later design stages should demonstrate how pedestrian movement through the Park and Ride will be made clear, safe and legible, including through CPTED, shade, planting structure, lighting, stormwater / landscape integration and the management of interim or residual spaces. The station should not read as an isolated parking facility, but as the first stage of a future integrated transport and urban environment.

Local Board comments identify the importance of safe and separated walking and cycling access to Brigham Creek Rarawaru station, including from the Whenuapai side of SH16 / Brigham Creek Road and future-proofing for wider active mode connections. I agree that these are relevant urban design matters for later design stages. The relevant Outline Plan should therefore demonstrate how the station responds to planned or potential future street, walking and cycling connections, including any future SH16 crossing where this is confirmed or advanced through separate processes.

Westgate Te Waiarohia station and Fred Taylor Drive interface

Westgate Te Waiarohia station is located within an established centre environment, where the rapid transit platforms, station forecourt, Gunton Drive interface and surrounding centre connections need to operate as a coherent interchange environment. The indicative design shows the station forecourt connecting back toward Gunton Drive, with the rapid transit platforms and busway positioned to the east.

The key urban design challenge is ensuring that station access, surrounding centre connections and the Fred Taylor Drive interface are legible, accessible and safe for people using the station. Later design stages should demonstrate how pedestrian thresholds, wayfinding, shelter, lighting, accessibility and CPTED outcomes are resolved across the wider interchange environment.

The wider Westgate interface also requires careful management. The indicative design shows the busway passing beneath Fred Taylor Drive, with associated cut batters, retaining and level changes. The designation footprint appears to affect parts of the existing Westgate Shopping Centre / retail park environment south of Fred Taylor Drive, including car parking and land occupied by or close to existing commercial buildings. The transport assessment notes that approximately 244 shopping centre parking spaces may be removed during construction of the Fred Taylor Drive underpass, and that loading and servicing areas near the underpass construction sites will likely require reconfiguration to maintain access.

From an urban design perspective, these matters reinforce the need for later design stages to address both the public-facing and operational aspects of the commercial interface. Pedestrian legibility, servicing access, edge treatment, CPTED, retaining / batter treatment, landscape integration and any interim or residual spaces should be resolved in a coordinated way.

East of Westgate Te Waiarohia station, the busway and shared path also run along the SH16 corridor near existing denser residential development accessed from Westgate Drive and Kuaha Road. This is a corridor-edge condition rather than a major station interface, but later design should still address the quality and safety of the shared path environment and its relationship to nearby residential edges, including retaining, fencing, planting, lighting and CPTED.

SCHOOL AND WESTERN STATION INTERFACES

Royal Road Mānutewhau station and Royal Road School interface

Royal Road Mānutewhau station is a priority urban design interface location due to its close relationship with Royal Road School, the Royal Road frontage, the shared path network, level changes and new bridge infrastructure. The indicative design shows the station forecourt adjoining the Royal Road frontage near the school, with the busway platforms and shared path located below Royal Road and a new local bus bridge extending across the motorway and busway.

The key urban design challenge is the permanent interface between the school, station, shared path, retaining / level-change conditions and bridge infrastructure. While land acquisition, construction access, traffic, noise and vibration matters are addressed through other specialist processes, the quality and safety of the school edge remains an important urban design matter.

Later design stages should demonstrate how the station and corridor edge will provide a safe, legible and appropriate interface with the school environment. This should include careful resolution of boundary treatment, retaining / batter treatment, planting reinstatement, visibility, lighting, CPTED, pedestrian legibility and safe movement between the school frontage, station forecourt, shared path and Royal Road public realm.

The shared path and station access arrangements also pass through a more infrastructure-dominated environment, including under or adjacent to bridge structures and retaining walls. This is not necessarily problematic, but it increases the importance of detailed design. Sightlines, lighting, access control, wayfinding, maintenance and the avoidance of concealed or residual spaces should be addressed through the later Outline Plan and the recommended Urban and Landscape Design Management Plan or equivalent condition mechanism.

Lincoln Road Wai o Pareira station

Lincoln Road Wai o Pareira station is an important interchange location. The indicative design shows station access from Triangle Road and Lincoln Road, public access, pick-up / drop-off and bus-only access arrangements, a station forecourt, a busway underpass, and the shared use path continuing beneath Lincoln Road alongside the busway.

The indicative design provides a clear starting structure for pedestrian and cycling access. The key urban design challenge is ensuring that the wider interchange environment remains safe, usable and legible despite the number of movement functions in close proximity. This includes the relationship between Triangle Road, Lincoln Road, the station forecourt, local bus movements, pick-up / drop-off areas and the shared use path.

Given the busway underpass and shared use path underpass beneath Lincoln Road, later design stages should give particular attention to lighting, sightlines, wayfinding, wall treatment, gradients, maintenance access and CPTED. These will be important to ensuring the underpass and interchange environment feel safe and intuitive rather than infrastructure-dominated.

The indicative design also shows land areas between the station access, pick-up / drop-off and bus-only movement areas. These areas may provide opportunities to support the station environment, but their future role and treatment is not clear from the material reviewed. Later design stages should clarify whether these areas form part of the permanent station environment, landscape / stormwater treatment, future development, or land to be managed separately. If they remain within or interface with the station environment, they should contribute to station legibility, public realm quality, passive surveillance, landscape structure and safe movement.

Te Atatū Ōrangihina station

Te Atatū Ōrangihina station involves a relatively complex station and movement environment. The indicative design shows station access and a generous forecourt onto Te Atatū Road, busway access arrangements, a busway underpass, emergency access to the busway, shared use path connections, and a new busway / active mode bridge across SH16 and Te Atatū Road. The design also shows a transition from the segregated busway to motorway bus shoulder running east of the station.

The indicative design appears to provide a clear basis for station access and active mode integration, including a new active mode crossing opportunity across SH16. The key urban design challenge is ensuring that the forecourt, platform access, bridge, underpass and shared path connections operate as one coherent station environment, rather than a series of separate transport elements.

Later design stages should demonstrate how pedestrian and cycling legibility, accessibility, wayfinding, lighting, weather protection, CPTED and user amenity are achieved across the full station environment. This should include particular consideration of gradients, sightlines and the quality of the shared path environment where alignments are modified.

The station sits within an established residential context, with nearby residential streets and properties in proximity to the works. The corridor also transitions east toward more open motorway-edge and open space areas. Later design stages should therefore address the quality of edge conditions, including retaining and batter treatment, fencing, planting, lighting, privacy, outlook and the management of any interim or residual spaces. These matters should be addressed through the later Outline Plan and the recommended Urban and Landscape Design Management Plan or equivalent condition mechanism.

EASTERN TOWN CENTRE, OPEN SPACE AND CITY FRINGE INTERFACES

Point Chevalier station and town centre interface

Point Chevalier station is one of the more sensitive urban design locations within the Project. It sits within an established town centre environment, with active mode connections, commercial frontages, service access and identified heritage / character matters around Great North Road and Point Chevalier Road.

The indicative design shows the station entrance located within the town centre block, behind / adjacent to the Ambassador Theatre, with the platforms positioned toward the motorway edge and at a lower level than the surrounding town centre environment. The designation also affects the rear service / access environment associated with the Great North Road commercial frontage. This creates a complex urban

design condition where the station needs to read as part of the town centre, rather than as a back-of-block transport facility.

The historic / character context is also relevant from an urban design perspective. While built heritage effects are addressed by the relevant specialist, the surrounding heritage and character buildings contribute to the visual presence, sense of place and established town centre character of Point Chevalier. Later design stages should therefore ensure that the station entrance, access arrangements, structures, level changes and public realm treatments respond appropriately to that context.

The key urban design challenge is the relationship between the town centre arrival sequence and the lower-level platform environment. Later design stages should demonstrate how people will move intuitively from Great North Road and Point Chevalier Road to the station entrance and platforms, including how level changes, vertical circulation, wayfinding, accessibility, weather protection, lighting and CPTED are resolved. This should include the treatment of walls, ramps, stairs, lifts, underpass / bridge elements, service areas and any residual spaces.

Given the back-of-block nature of the station environment, the design should avoid creating poor-quality service-lane or leftover spaces. Where active edges or occupied uses are not practicable, the station environment should rely on a coordinated response of clear pedestrian desire lines, good visibility, high-quality materials, lighting, landscape treatment, passive surveillance and careful servicing / access management. Retained vehicle access and servicing arrangements should not undermine pedestrian legibility, safety or the quality of the station arrival sequence.

Local Board comments reinforce the need for Point Chevalier station to be well integrated with the adjoining town centre. Relevant matters include station arrival quality, public realm quality, pedestrian amenity, weather protection, lighting, CPTED, level-change resolution, wayfinding, heritage / character interfaces, cycle / micro-mobility access and the potential for the station environment to support wider town centre outcomes. These matters should be addressed through the later Outline Plan and the recommended Urban and Landscape Design Management Plan or equivalent condition mechanism.

Given the live town centre context, temporary construction-stage matters should also be addressed where relevant, including wayfinding, pedestrian access, business frontage legibility, servicing access, safety and amenity. These matters should be managed through the relevant construction management process. Permanent station, public realm, access and interface outcomes should be addressed through the Urban and Landscape Design Management Plan or equivalent condition mechanism.

Western Springs station and St Lukes Road / motorway ramp interface

Western Springs station is a priority urban design location given its relationship with Great North Road, Western Springs Stadium, Western Springs Park, MOTAT, Auckland Zoo and the surrounding residential context. The indicative design shows the station located near Ivanhoe Road and Great North Road, with a station forecourt adjoining the Great North Road / Ivanhoe Road / motorway ramp environment. This places the station in a prominent public setting, but also within a complex movement environment where local streets, motorway ramps, active mode routes, visitor destinations and event-related pedestrian movements converge.

The station has the potential to provide a strong public transport arrival point for Western Springs and nearby visitor destinations. The key urban design challenge is ensuring that the station reads as an accessible and legible public arrival space, rather than as an isolated transport facility located beside motorway infrastructure. Later design stages should therefore demonstrate how the forecourt, pedestrian crossings, local bus connections, active mode links and surrounding public realm support safe, direct and intuitive

movement between the station, Great North Road, Western Springs Stadium, MOTAT, Western Springs Park, Auckland Zoo and nearby local streets.

Given the number of visitor destinations in this location, the station environment should be designed to support both everyday access and higher-demand event or visitor movements. Particular attention should be given to the capacity and quality of pedestrian routes, wayfinding, weather protection, lighting, CPTED, seating, planting and the general amenity of the forecourt and surrounding public realm. These matters are important to ensuring the station supports the wider Western Springs precinct, rather than simply functioning as a point of transport access.

The wider Western Springs section also includes substantial elevated infrastructure over St Lukes Road and the motorway ramps. This will influence the scale, character and perceived quality of the surrounding public realm, particularly where structures, abutments, retaining, lighting and spaces beneath or beside elevated elements are visible from public areas. Later design stages should demonstrate how these structures are integrated through their form, materiality, underside treatment, lighting, landscape treatment and CPTED response.

The indicative design and supporting assessments also show that the designation affects car parking, an existing service station area, planted vegetation and interfaces around Ivanhoe Road. The final treatment of these interfaces should be resolved through later design stages, particularly where land is removed, edges are exposed, or interim / residual spaces are created. From an urban design perspective, these edge conditions should be managed so they do not result in poor-quality leftover spaces, unclear pedestrian routes, or weak public realm edges.

These matters should be addressed through the later Outline Plan and the recommended Urban and Landscape Design Management Plan or equivalent condition mechanism.

Ivanhoe Road and NoR 10 corridor interface

East of Western Springs station, the busway continues through a constrained urban corridor in proximity to SH16, Ivanhoe Road, Arch Hill Scenic Reserve, and residential properties that are either within, adjacent to, or near the designation corridor. The indicative design shows the busway bridge over Mountain View Road, repeated retaining wall / batter conditions, and the transition of the corridor past Ivanhoe Road toward the wider city fringe connection.

The key urban design issue in this section is the future character, safety and edge condition of the corridor. The works appear likely to create a series of level changes, structures, exposed edges, planting removal and reinstatement areas, with the potential for residual or interim spaces around infrastructure elements. Later design stages should demonstrate how the busway edge will be integrated with Ivanhoe Road, nearby residential interfaces and open space areas so that the corridor does not read as a leftover motorway edge or poorly resolved infrastructure environment.

Local Board comments also identify concern regarding the Arch Hill area and the need to manage the interface between infrastructure, open space, walking and cycling connections and the surrounding residential / city fringe context. From an urban design perspective, this reinforces the need for later design stages to address the quality, safety and legibility of shared path connections, bridge / underpass environments, retaining / batter treatments, planting reinstatement and residual spaces in this part of the corridor.

Where the corridor interfaces with Arch Hill Scenic Reserve and existing pedestrian / cycling connections, the detailed design should maintain a clear and safe movement environment while also addressing landscape reinstatement, outlook, lighting, CPTED, maintenance access and the treatment of structures

and level changes. These matters should be addressed through the later Outline Plan and the recommended Urban and Landscape Design Management Plan or equivalent condition mechanism.

Ian McKinnon Drive connection and NoR 10 city fringe interface

At the eastern end of NoR 10, the busway transitions through a constrained urban corridor toward Ian McKinnon Drive. The indicative design shows the busway bridge crossing SH16 and interfacing with the existing Haslett Street footbridge environment, before transitioning down in level toward the Ian McKinnon Drive connection. This section appears to involve significant level changes, retaining wall conditions, bridge structures, split busway lanes and a more complex relationship with the existing Northwestern Cycleway / shared path network.

This is not a station environment, but it is an important city fringe connection. The key urban design challenge is ensuring that the busway, shared path connections, retaining walls, bridge / underpass environments and approach to Ian McKinnon Drive are resolved as a coherent movement environment, rather than a collection of leftover spaces around transport infrastructure.

Later design stages should demonstrate how pedestrian and cycling movement, wayfinding, lighting, sightlines, CPTED, wall and barrier treatment, maintenance access and landscape treatment are coordinated through this section. Particular care should be taken to avoid poorly overlooked or residual spaces around bridge, underpass and ramp conditions.

The wider NoR 10 corridor also passes near areas of heritage / character context, including north of Bond Street / around Cooper Street. While built heritage matters are addressed by the relevant heritage specialist, the urban design response should ensure that the scale, materiality, edge treatment and public realm interfaces of the busway connection respond appropriately to the constrained urban setting.

These matters should be addressed through the later Outline Plan and the recommended Urban and Landscape Design Management Plan or equivalent condition mechanism.

Overall Conclusion

From an urban design perspective, I support the Notices of Requirement in principle, subject to the proposed designation conditions being strengthened.

The Project has a clear strategic transport role and has the potential to improve access, mode choice and connectivity across the north-western corridor. However, the application relies on indicative design, with substantial design development deferred to later detailed design and Outline Plan stages.

In my opinion, the proposed condition set should be strengthened through the inclusion of an Urban and Landscape Design Management Plan, or equivalent condition mechanism. This should require future Outline Plans to demonstrate how relevant urban design matters have been addressed, including station and corridor integration, interface treatment, accessibility, legibility, CPTED, public realm quality, amenity, retaining / batter treatment, structures, residual spaces and sensitive interfaces.

Subject to that amendment, I consider that the key urban design matters can be appropriately addressed through later detailed design and Outline Plan stages.

6.0 Section 67 Information Gap

I have identified no section 67 information gaps from an urban design perspective.

The application does not include a standalone Urban Design Assessment or consolidated urban design narrative. However, I consider the submitted material is sufficient to identify the relevant urban design matters for the purpose of this memorandum. While the design is indicative and further design development is intended to occur through later detailed design and Outline Plan stages, I consider this can be appropriately addressed through strengthened designation conditions.

In my opinion, this is a condition framework matter rather than a section 67 information gap.

7.0 Recommendation

From an urban design perspective, I support the Notices of Requirement in principle, subject to the proposed designation conditions being strengthened.

I recommend that the proposed designation conditions include an Urban and Landscape Design Management Plan, or equivalent condition mechanism, requiring future Outline Plans to demonstrate how relevant urban design and landscape integration matters have been addressed at each relevant stage or Notice of Requirement.

The condition should provide direction on, at a minimum:

- station access, forecourt design and interchange legibility
- pedestrian and cycling connections to, along and across the corridor
- accessibility and universal design
- CPTED, including lighting, visibility, passive surveillance and access control
- public realm quality, including shelter, materials, furniture, wayfinding, lighting and planting
- retaining walls, batters, bridges, underpasses, fencing, barriers and other corridor edge treatments
- integration of stormwater, landscape and ecological areas with station and corridor design
- treatment of interim, residual or severed spaces
- interface treatment with schools, residential properties, open spaces, town centres, heritage / character buildings, commercial / servicing areas and visitor destinations
- integration with relevant landscape, built heritage, transport, ecological and mana whenua outcomes where those matters overlap with urban design and landscape design.

Subject to the inclusion of an appropriate Urban and Landscape Design Management Plan condition, I consider that the key urban design matters can be appropriately addressed through later detailed design and Outline Plan stages.

8.0 Proposed Conditions (Resource Consent)

I have not identified any recommended amendments to the proposed resource consent conditions from an urban design perspective.

My recommendations relate to the proposed designation conditions, particularly the Outline Plan process and the need for an Urban and Landscape Design Management Plan or equivalent condition mechanism. These are addressed in Section 9.0 below.

9.0 Proposed Conditions (Notices of Requirement)

I have reviewed the proposed designation conditions relevant to urban design matters. The following comments relate to the proposed designation conditions in Part 4, Appendix A.

Condition 3: Outline Plan(s) and Management Plans

Condition 3 provides for Outline Plans to be submitted in parts or stages and identifies management plans that may be relevant to the management of effects. However, it does not currently require an Urban and Landscape Design Management Plan, or equivalent urban design and landscape condition mechanism.

In my opinion, the designation conditions should be amended to require an Urban and Landscape Design Management Plan to be prepared and submitted with the relevant Outline Plan(s).

The application appropriately retains design flexibility for later stages. However, that flexibility needs to be supported by conditions that clearly identify the urban design, landscape and public realm matters to be addressed when the design is developed. From an urban design perspective, this is particularly important where the final design may differ from the indicative design relied on for assessment. The condition framework should therefore require later Outline Plans to demonstrate how relevant station integration, corridor integration, accessibility, CPTED, public realm, landscape and interface outcomes have been addressed.

Recommended additional condition: Urban and Landscape Design Management Plan

I recommend that the proposed designation conditions include a new Urban and Landscape Design Management Plan condition, linked to the relevant Outline Plan process.

The condition should require the Urban and Landscape Design Management Plan to identify how relevant urban design, landscape, public realm and interface matters have been addressed at the relevant Outline Plan stage, with greater detail required where the works interface with sensitive or highly used public environments.

I support the inclusion of a combined Urban and Landscape Design Management Plan condition that addresses both urban design and landscape matters. This is appropriate given the overlap between station environments, active mode connections, public realm, structures, retaining / batter treatments, planting, stormwater interfaces, open space interfaces, landscape character and visual amenity.

A recommended Urban and Landscape Design Management Plan condition has been prepared in coordination with Council's landscape specialist. I recommend that it be incorporated into the proposed designation conditions as a new condition, and that it applies to each relevant Stage of Work / Notice of Requirement, where relevant to the works being undertaken.

Relationship with Conditions 16 and 26

I do not recommend specific amendments to Condition 16 from an urban design perspective. However, the Construction Traffic Management Plan is primarily a construction-stage access, movement and safety mechanism. It should not be relied on as the primary mechanism for managing permanent urban design, public realm or interface outcomes.

I support the inclusion of Condition 26 as a landscape planting condition. However, it does not, by itself, secure broader urban design and landscape integration outcomes such as station integration, forecourt design, interchange legibility, CPTED, public realm quality, structure integration, retaining / batter treatment, stormwater / landscape integration or the management of residual spaces.

For that reason, Conditions 16 and 26 should be retained, but supplemented by a broader Urban and Landscape Design Management Plan condition.

Overall condition recommendation

In summary, I recommend that the proposed designation conditions be strengthened by inserting a new Urban and Landscape Design Management Plan condition, linked to the relevant Outline Plan process.

Subject to that amendment, I consider that the key urban design matters can be appropriately addressed through later detailed design and Outline Plan stages.

10.0 Supporting Documents

I have not attached any additional plans, figures or images to this memorandum.

In preparing this memorandum, I have relied on the application material listed in Section 3.0, with particular reference to:

- Indicative design drawings / general arrangement plans for the Notices of Requirement
- Proposed designation conditions, Part 4, Appendix A
- Proposed resource consent conditions, Part 4, Appendix B
- Relevant station concept imagery and visual material where reviewed in relation to station access, public realm and interface outcomes
- Relevant transport assessment material where referenced in relation to station access, interchange function, active mode connections, construction access, and parking / servicing interfaces
- Relevant landscape and visual assessment material where referenced in relation to elevated structures, retaining / batter treatment, corridor edge conditions and public realm interfaces
- Relevant built heritage material where referenced in relation to the Point Chevalier and Western Springs interfaces
- Local Board comments and Expert Panel minutes / requests for information where relevant to urban design matters and the proposed condition framework

11.0 Designation Review Matrix – Specialist Review				
NOR number	**Location Description**	**Information Adequacy (High / Moderate / Low)**	**Key Issues Identified**	**Comments / Recommendations**
NoR 1	Busway between Brigham Creek Rarawaru station and north of Westgate Te Waiarohia station (including stations, Park and Ride and all local road connections) (0.3km length)	☒ Moderate ☐ High ☐ Low	• Integration of the busway and local road connections • Landscape / stormwater integration and corridor edge conditions • Retaining / batter treatment where required by final levels • Management of interim or residual spaces • Brigham Creek Rarawaru station and Park and Ride are addressed separately under NoR 4	Address corridor edge treatment, local road integration, landscape / stormwater integration, retaining / batter treatment where required, and residual spaces through the relevant Outline Plan and recommended ULDMP.
NoR 2	Busway between north of Westgate Te Waiarohia station and north of Royal Road Mānutewhau station (including stations, Park and Ride and all local road connections) (3.3km length)	☒ Moderate ☐ High ☐ Low	• Fred Taylor Drive underpass and associated level changes • Westgate commercial / retail park interface, including access, servicing and parking changes • Realigned shared path legibility • Retaining / batter treatment, lighting and CPTED around underpass and edge conditions • Corridor edge treatment near residential development accessed from Westgate Drive and Kuaha Road • Westgate Te Waiarohia station is addressed separately under NoR 5	Address commercial and residential corridor interfaces, the Fred Taylor Drive underpass / level-change conditions, realigned shared path, retaining / batter treatment, lighting, CPTED, landscape integration and interim or residual spaces through the relevant Outline Plan and recommended ULDMP.
NoR 3	Busway between Royal Road Mānutewhau Station and Te Whau River (including all stations and local road connections) (5km length)	☒ Moderate ☐ High ☐ Low	• Shared path continuity, relocation and legibility • Residential interfaces, including around Moire Road and other local road edges • Ginders Drive / Triangle Road interface and nearby commercial / open space conditions • Retaining / batter treatment, landscape reinstatement and corridor edge quality • Bridge / watercourse interfaces, where relevant • Management of interim or residual spaces • Royal Road Mānutewhau, Lincoln Road Wai o Pareira and Te Atatū Ōrangihina stations are addressed separately under NoRs 6, 7 and 8	Address shared path continuity, residential / local road interfaces, retaining / batter treatment, landscape reinstatement, bridge / watercourse interfaces, CPTED and residual spaces through the relevant Outline Plan and recommended ULDMP.
NoR 4	Brigham Creek Rarawaru station including Park and Ride (within NoR 1)	☒ Moderate ☐ High ☐ Low	• Park and Ride pedestrian legibility and amenity • CPTED, lighting, visibility and passive surveillance, particularly given the fringe context and potential staging • Shade, planting and landscape integration • Stormwater interfaces • Interim or residual spaces • Future walking and cycling connections, including potential SH16 crossing connections if confirmed or advanced separately	Address pedestrian amenity through the Park and Ride, CPTED, shade, planting, stormwater / landscape integration, interim / residual spaces and future walking / cycling connections through the relevant Outline Plan and recommended ULDMP.
NoR 5	Westgate Te Waiarohia station (within NoR 2)	☒ Moderate ☐ High ☐ Low	• Integration of rapid transit platforms, station forecourt, Gunton Drive and centre connections • Fred Taylor Drive underpass and level changes • Interchange legibility, accessibility, wayfinding, shelter, lighting and CPTED • Commercial / retail access, servicing and parking interfaces • Retaining / batter treatment, landscape integration and residual spaces	Address station legibility, accessibility and movement between the rapid transit platforms, station forecourt, Gunton Drive, centre connections and shared path network. Also address the underpass, commercial interface, servicing arrangements, level changes, CPTED, landscape integration and residual spaces through the relevant Outline Plan and recommended ULDMP.
NoR 6	Royal Road Mānutewhau station (within NoR 3)	☒ Moderate ☐ High ☐ Low	• Royal Road School interface • Shared path and station access near level changes and bridge infrastructure • Permanent school edge / corridor interface • Retaining / batter treatment, planting, lighting, visibility and CPTED • Safe movement between the school frontage, station forecourt, shared path and Royal Road public realm • Management of concealed, residual or infrastructure-dominated spaces around bridge and retaining conditions	Address the Royal Road School interface, including boundary treatment, retaining / batter treatment, planting, visibility, lighting, CPTED, pedestrian legibility, maintenance access and safe movement within the station and shared path environment through the relevant Outline Plan and recommended ULDMP.

NoR 7	Lincoln Road Wai o Pareira station (within NoR 3)	☒ Moderate ☐ High ☐ Low	• Multiple movement functions in close proximity • Public access, pick-up / drop-off and bus-only access arrangements • Busway underpass and shared use path continuing beneath Lincoln Road alongside the busway • Interchange legibility, accessibility, wayfinding, lighting, gradients, sightlines and CPTED • Unclear future role and treatment of land areas between station access, pick-up / drop-off and bus-only movement areas	Address the station as a legible, accessible and safe interchange environment through the relevant Outline Plan and recommended ULDMP, including movement between Triangle Road, Lincoln Road, the station forecourt, local bus movements, pick-up / drop-off areas and the shared use path. The Outline Plan should also address underpass treatment and clarify the role and treatment of land areas between access and movement corridors.
NoR 8	Te Atatū Ōrangihina station (within NoR 3)	☒ Moderate ☐ High ☐ Low	• Complex station and movement environment at Te Atatū Road • Station forecourt, busway access arrangements, busway underpass and emergency access • Shared use path connections and new busway / active mode bridge across SH16 and Te Atatū Road • Transition from segregated busway to motorway bus shoulder east of the station • Pedestrian and cycling legibility, accessibility, weather protection, lighting and CPTED • Residential and motorway-edge conditions, including retaining / batter treatment, fencing, planting, privacy, outlook and interim or residual spaces	Address how the forecourt, platform access, bridge, underpass and shared path connections operate as a coherent station environment through the relevant Outline Plan and recommended ULDMP. Particular attention should be given to pedestrian and cycling legibility, accessibility, wayfinding, lighting, weather protection, CPTED, gradients, sightlines, shared path quality and residential / motorway-edge treatment.
NoR 9	Busway between Waterview interchange and west of Ivanhoe Road (including all stations and local road connections) (2.7km length)	☒ Moderate ☐ High ☐ Low	• Point Chevalier town centre and Great North Road public realm interface • Heritage / character and commercial frontage context • Active mode connections and pedestrian legibility • Supermarket / servicing interfaces and retained vehicle access arrangements • Motorway edge conditions, retaining / batter treatment, landscape integration and residual spaces • Construction-stage effects on town centre access, pedestrian movement, business frontage legibility and amenity • Point Chevalier station is addressed separately under NoR 11	Address integration with the Point Chevalier town centre context, including active mode connections, pedestrian legibility, public realm quality, servicing / access interfaces, CPTED, retaining / batter treatment, landscape integration and residual spaces through the relevant Outline Plan and recommended ULDMP. Temporary wayfinding, pedestrian access, safety and business frontage legibility should be managed through the relevant construction management process where affected.
NoR 10	Busway between Ivanhoe Road and Ian McKinnon Drive (including all stations and local road connections) (2.7km length)	☒ Moderate ☐ High ☐ Low	• Ivanhoe Road edge and nearby residential / open space interfaces • Arch Hill Scenic Reserve interface • Mountain View Road bridge and other bridge / underpass environments • Significant retaining / batter and level-change conditions • Northwestern Cycleway / shared path integration • Haslett Street footbridge interface, split busway lanes and Ian McKinnon Drive city fringe connection • Risk of poorly overlooked or residual spaces around bridge, underpass and ramp conditions • Western Springs station is addressed separately under NoR 12	Address integration with Ivanhoe Road, nearby residential / open space interfaces, Arch Hill Scenic Reserve, existing walking / cycling connections and the Ian McKinnon Drive street environment through the relevant Outline Plan and recommended ULDMP. Particular attention should be given to retaining / batter treatment, bridge and underpass environments, wall and barrier treatment, planting reinstatement, lighting, sightlines, CPTED, maintenance access, wayfinding and residual spaces.
NoR 11	Point Chevalier station (within NoR 9)	☒ Moderate ☐ High ☐ Low	• Point Chevalier town centre interface • Relationship with the Ambassador Theatre, nearby heritage / character buildings and Great North Road frontages • Back-of-block / level-change station environment, with platforms toward the motorway edge • Station arrival sequence from Great North Road and Point Chevalier Road • Vertical circulation, platform access, active mode connections, retained vehicle access and servicing • Risk of poor-quality back-of-block, service-lane or residual spaces if not carefully resolved • Local Board concerns regarding town centre integration, public realm quality, weather protection, CPTED, wayfinding, level changes, heritage / character interfaces and cycle / micro-mobility access	Address the station entrance, platform access, vertical circulation, active mode connections, retained vehicle access, servicing, heritage / character interface and surrounding public realm as a coherent town centre station environment through the relevant Outline Plan and recommended ULDMP. Where active edges or occupied uses are not practicable, rely on clear pedestrian desire lines, good visibility, high-quality materials, lighting, landscape treatment, passive surveillance and careful servicing / access management.
NoR 12	Western Springs station (within NoR 10)	☒ Moderate ☐ High ☐ Low	• Integration with Great North Road, Western Springs Stadium, Western Springs Park, MOTAT, Auckland Zoo, Ivanhoe Road, motorway ramps and residential context • Forecourt / arrival quality • Visitor, event, active mode and local bus movements • Elevated structure and underside treatment • Service station / car parking interfaces • Interim, residual or exposed edge spaces	Address the forecourt, crossings, local bus connections, active mode links and public realm so they support safe and intuitive movement between the station and surrounding destinations through the relevant Outline Plan and recommended ULDMP. The Outline Plan should also address wayfinding, weather protection, lighting, CPTED, seating, planting, event-related movement, elevated structure treatment and spaces beneath or beside elevated elements.

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