

Te Ara Hauāuru Northwest Rapid Transit Project – Proposed Designation Conditions

Purpose

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

Referencing

[For reference only – conditions will be split into 12 separate sets before being included in the AUP].

Notice of Requirement(s) overview

Reference	Notice of Requirement(s)
NoR 1	Busway between Brigham Creek Rarawaru station and Westgate Te Waiarohia station
NoR 2	Busway between Westgate Te Waiarohia station and Royal Road Mānutewhau station
NoR 3	Busway between Royal Road Mānutewhau station and Te Whau River
NoR 4	Brigham Creek Rarawaru station and 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 Western Springs
NoR 10	Busway between Western Springs and Ian McKinnon Drive
NoR 11	Point Chevalier station
NoR 12	Western Springs station

Definitions

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

Acronyms and defined terms

Acronym/term	Definition/meaning
AUP	Auckland Unitary Plan
BPO	Means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to: (a) the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects (b) the financial implications, and the effects on the environment, of that option when compared with other options (c) the current state of technical knowledge and the likelihood that the option can be successfully applied

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Acronym/term	Definition/meaning
CNVMP	Construction Noise and Vibration Management Plan
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
CTMP	Construction Traffic Management Plan
Council	Auckland Council
Manager	The Manager – Resource Consents of Council, or authorised delegate
NoR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Particularly Vibration Sensitive building	(a) Former ASB building (AUP Scheduled Heritage Building 2798), 1210 Great North Road, Point Chevalier (Fee Simple, 1/1, Part Lot 16 Deposited Plan 2300) (b) Ambassador Theatre (AUP Scheduled Heritage Building 1680), 1218-1220 Great North, Point Chevalier (Fee Simple, 1/1, Part Lot 2 Deposited Plan 21452 and Part Lot 1 Deposited Plan 9064)
Project	Te Ara Hauāuru Northwest Rapid Transit
Requiring Authority	NZ Transport Agency
RMA	Resource Management Act 1991
SQEP	<u>Suitably Qualified Person</u> A suitably qualified and experienced person, being a person who can provide sufficient evidence to demonstrate their suitability and competence.

Proposed conditions

NoR number	Condition number	Condition
ALL	1.	Lapse The designation shall lapse if not given effect to within 25 years from the date on which it is included in the AUP.
1, 2, 3, 9 and 10	2.	Primary Designation (Augier condition) This designation must be considered as the primary (earlier) designation where it overlaps with designation <i>[insert relevant station designation number]</i> .
ALL	3.	Outline Plan(s) and Management Plans (a) Outline Plan(s) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or to reflect the staged implementation of the Project. (b) Outline Plans must include <i>(as relevant) any management plan or plans that are relevant to the management of effects of those activities or stage of work, unless otherwise stated below, which may include:</i> (i) <u>Form and Landscaping Statement</u> (ii) (i) Construction Noise and Vibration Management Plan (iii) (ii) Built Heritage Construction Management Plan [NoR 9 and 11 only] (iv) (iii) Tree Protection Methodology [NoR 9 and 10 only] <u>unless otherwise stated in the conditions below.</u>
ALL	4.	Conditions following Completion of Construction Following Completion of Construction, all conditions except Condition 37 cease to have an effect and do not apply to any subsequent work associated with on-going operation and maintenance of the Project.
PRE CONSTRUCTION CONDITIONS		
1, 2, 4 and 5	5.	Cultural Values (Augier condition) The Requiring Authority must engage with Te Kawerau ā Maki and Ngāti Whātua o Kaipara during detailed design to identify how their cultural values will be reflected in the Project.
3, 6, 7 and 8	6.	Cultural Values (Augier condition) The Requiring Authority must engage with Te Kawerau ā Maki during detailed design to identify how their cultural values will be reflected in the Project.
9, 10, 11 and 12	7.	Cultural Values (Augier condition) The Requiring Authority must engage with Ngāti Whātua Ōrākei, Te Ākitai Waiohū and Ngaati Te Ata Waiohū during detailed design to identify how their cultural values will be reflected in the Project.
ALL	8.	Flood Hazard For the purposes of Condition 9 (a) Danger Rating means low (green), moderate (yellow) or high (red) danger rating determined in accordance with Schedule A. (b) Building/s means any lawfully established residential, commercial or community building that has been lawfully established, or is authorised by a building consent which exists at the time the Outline Plan is submitted, and excludes sheds, garages and other ancillary buildings <u>are excluded</u> .

Commented [NZTA1]: Definition of Building/s agreed in part. NZTA does not agree with the addition of "authorised by...resource consent" as proposed by Council for the reasons set out in response #6, Appendix A to MOC 'NZTA response to Auckland Council comments' dated 8 July.

NoR number	Condition number	Condition
		(c) Maximum Probable Development is the maximum impervious area permitted in the <u>current</u> zone/s in the AUP <u>at the time the Outline Plan is submitted</u> or, 70% impervious area if the land is zoned Future Urban in the AUP. (d) Pre-Project Development means the Maximum Probable Development at the time the Outline Plan is submitted. (e) Project Development means the Pre-Project Development and the Project.
ALL	9.	(a) The Project <u>must</u> be designed so that it does not cause the following beyond the Designation: (i) An increase in Danger Rating; and (ii) Either: (A) A more than 50mm increase in flood level on land parcels with Building(s) and a Low Danger Rating; or (B) A more than 100mm increase in flood level on: I. land parcels with no Building(s) present II. land parcels with Building(s) and a Moderate or High Danger Rating. (b) Compliance with (a) <u>must</u> be demonstrated through flood modelling: (i) To show the difference in the 1% Annual Exceedance Probability (AEP) flood levels for Pre-Project Development and Project Development; (ii) Using 332mm for the 24 hour rainfall depth that includes a 3.8 degree Celsius increase in temperature for climate change; and (iii) Undertaken by a SQEP. (c) The Requiring Authority does not need to comply with (a) if the relevant landowner agrees to an alternative approach. (d) In the Outline Plan, the Requiring Authority <u>must</u>: (i) demonstrate how (a) will be complied with by reference to flood modelling undertaken in accordance with (b); or (ii) provide confirmation of any written agreement secured to reflect landowner agreement pursuant to (c) above.
9	10.	Supermarket Access – 1136 Great North Road, Point Chevalier For the purposes of Condition 11 and Condition 12: (a) "Supermarket" means the supermarket located at 1136 Great North Road, Point Chevalier, being Lot 1-2 Deposited Plan 390127 and Lot 4 Deposited Plan 14537 and Lot 3 Deposited Plan 99933. (b) "Supermarket loading zone" means the area shown on Schedule B. (c) "Delivery Vehicle(s)" means a 23m HPMV B-train and a 19.5m HPMV semi-trailer. (d) "Manoeuvrability" means compliance with RTS-18 New Zealand on-road tracking curves for heavy motor vehicles with a 12.5m radius of turn. (e) "NTC" means the National Trading Company of NZ Limited, being the owner of the Supermarket site, or its successor in title and Modern Merchants Limited, being the leaseholder of the Supermarket site.
9	11.	The Requiring Authority <u>must</u> design the Project so that: (a) there is a permanent vehicle access point for Delivery Vehicles from Parr Road North to the Supermarket loading zone that complies with the Auckland Transport –Transport Design Manual (TDM) standard engineering details for a commercial vehicle crossing as at the time of designation.

Commented [NZTA2]: Condition is agreed in part. Council considers an advice note regarding compliance with the Network Discharge Consent is required. NZTA disagrees for the reasons set out in response #7, Appendix A to 'NZTA response to Auckland Council comments' dated 8 July.

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NoR number	Condition number	Condition
		(b) Manoeuvrability for Delivery Vehicles is achieved from the permanent vehicle access point on Parr Road North to the Supermarket loading zone <u>enabling Delivery Vehicle access in and out of the access point in a forward direction.</u>
9	12.	(a) The Requiring Authority must<u>shall</u> consult with the operator of the Supermarket<u>NTC</u> when preparing the relevant CTMP required by Condition 16. (b) During Project construction, the Requiring Authority must<u>shall</u>: <u>maintain vehicle access and Manoeuvrability for Delivery Vehicles from Parr Road North to the Supermarket loading zone between 3am-10pm, 7 days a week.</u> (c) <u>In the event the Requiring Authority considers it is not practicable to comply with (b) above, the Requiring Authority must:</u> (i) <u>Before the relevant construction works, advise NTC in writing:</u> (A) <u>why it considers it is not practicable to comply with (b) above and</u> (B) <u>set out proposed alternative arrangements for Delivery Vehicles to service the Supermarket;</u> (ii) <u>Allow 10 working days for NTC to give feedback on (c)(i) above;</u> (iii) <u>Consider any written feedback from NTC and address any concerns raised by NTC to the extent practicable;</u> (iv) <u>Within 5 working days of receiving any feedback from NTC and at least 15 working days before the relevant construction works, advise NTC:</u> (A) <u>why it has determined that it is not practicable to comply with (b) above, having considered any additional information provided by NTC;</u> (B) <u>what feedback it has or has not accepted and why; and</u> (C) <u>confirm the alternative access arrangements for Delivery Vehicles;</u> (v) <u>In all cases:</u> (A) <u>minimise the duration of disruption to Delivery Vehicles;</u> (vi) <u>maintain vehicle access and Manoeuvrability for Delivery Vehicles from Parr Road North to the Supermarket loading zone for a minimum of 14 hours per day, 7 days a week.</u> (d) <u>Condition 12(b) and (c) must not apply in the case of an unforeseen emergency, however the Requiring Authority must minimise as far as practicable the duration of disruption to Delivery Vehicles in that event.</u> (i) As far as practicable, maintain vehicle access and manoeuvrability for Delivery Vehicles from Parr Road North to the Supermarket loading zone between 3am-10pm, 7 days a week. (ii) Where it is not practicable to comply with (i) above: (A) minimise the duration of disruption to Delivery Vehicles. (B) provide the operator of the Supermarket with at least 3 weeks' notice in writing, except in the case of an unforeseen emergency.
2	13.	Supermarket Access – Woolworths Westgate Shopping Centre For the purposes of Condition 13A<u>4</u> and Condition 15: (a) "Supermarket" means the supermarket located at <u>Lot 31 Deposited Plan 425328, Westgate Shopping Centre, Westgate and Fernhill Drive, being Section 2 Survey Office Plan 564132.</u> (b) <u>"Supermarket loading docks" means the loading docks as shown on Schedule [C] and any modification to those docks that changes how Delivery Vehicle(s) access those docks (compared to the docks as at [date of designation being confirmed]) that is approved in writing by the Requiring Authority.</u> (c) (b) Supermarket loading zone means the area shown on Schedule [TBC].

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NoR number	Condition number	Condition
		(d) (c) "Delivery Vehicle(s)" means <u>a class 5 vehicle, i.e. a 23m long truck and trailer [TBC]</u>. (e) (d) "Manoeuvrability" or "<u>manoeuvrability requirements</u>" means compliance with RTS-18 New Zealand on-road tracking curves for heavy motor vehicles with a 12.5m radius of turn. (f) "<u>Existing Turning Area</u>" means <u>the area shown on Schedule [C] provided the Supermarket Operator is lawfully entitled to use that area for manoeuvring of delivery vehicles at the time of commencement of detailed design and has provided written evidence of that lawful entitlement to the Requiring Authority. Conditions 13A4-15A do not apply if the Supermarket Operator does not provide such evidence within 20 working days of being requested to do so by the Requiring Authority.</u> (g) "<u>Supermarket Operator</u>" means <u>General Distributors Limited or any related company as defined in section 2(3) of the Companies Act 1993, or any other company that operates the Supermarket at the relevant time.</u> (h) "<u>Project Works</u>" means <u>that part of the Project within the Existing Turning Area</u>
	<u>13A.</u>	<u>Conditions 13A–15 apply if the Supermarket is operating at the commencement of detailed design of the Project Works, unless operation of the Supermarket is planned to cease prior to commencement of construction of the Project Works.</u>
	14.	<p>(a) The Requiring Authority shall consult with the owner of the Supermarket when designing the Project in relation to a permanent vehicle access point for Delivery Vehicles from Maki Street to the Supermarket loading zone.</p> <p>(a) <u>The Requiring Authority must design and construct the Project Works so that:</u></p> <p class="margin-left: 20px;">(i) <u>Permanent works do not prevent Supermarket Delivery Vehicles from using the Existing Turning Area or accessing the Supermarket loading docks in accordance with the Manoeuvrability requirements; or</u></p> <p class="margin-left: 20px;">(ii) <u>If Condition 14(a)(i) cannot be achieved then, subject to Condition 14(b):</u></p> <p class="margin-left: 40px;">(A) <u>Supermarket Delivery Vehicles can enter and exit at the Maki Street Entrance shown on Schedule [C] in a forward direction; and</u></p> <p class="margin-left: 40px;">(B) <u>Supermarket Delivery Vehicles can access and exit from the Supermarket loading docks;</u></p> <p class="margin-left: 20px;"><u>in accordance with the Manoeuvrability requirements.</u></p> <p>(b) <u>If Condition 14(a)(i) cannot be achieved then the Requiring Authority must consult with the Supermarket Operator during the detailed design process as to how condition 14(a)(ii) will be achieved. As a minimum, the Requiring Authority must:</u></p> <p class="margin-left: 20px;">(i) <u>Advise the Supermarket Operator in writing of the proposed design of the Project Works (Draft Design);</u></p> <p class="margin-left: 20px;">(ii) <u>Meet with the Supermarket Operator to discuss the Draft Design, if requested by the Supermarket Operator;</u></p> <p class="margin-left: 20px;">(iii) <u>Allow 45 working days for the Supermarket Operator to give feedback on the Draft Design (from the date the Supermarket Operator is advised of the Draft Design);</u></p> <p class="margin-left: 20px;">(iv) <u>Consider any feedback on the Draft Design, update the Draft Design to address that feedback to the extent practicable, and advise the Supermarket Operator in writing of the updated proposed design of the Project Works (Updated Design);</u></p> <p class="margin-left: 20px;">(v) <u>Meet with the Supermarket Operator to discuss the Updated Design, if requested by the Supermarket Operator;</u></p> <p class="margin-left: 20px;">(vi) <u>Within 45 working days of receiving any feedback from the Supermarket Operator (pursuant to (iii) above), advise the Supermarket Operator of:</u></p> <p class="margin-left: 40px;">(A) <u>What feedback it has or has not accepted and why; and</u></p> <p class="margin-left: 40px;">(B) <u>The confirmed design.</u></p>
2	15	(a) The Requiring Authority must <u>shall</u> consult with the <u>Supermarket Operator</u> operator of the Supermarket when preparing the relevant CTMP required by Condition 16 <u>in relation to</u>

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NoR number	Condition number	Condition
		<u>access and traffic management activities that directly interface with Supermarket operations. The CTMP must include details of any construction works that could adversely affect access or egress to the Supermarket loading docks.</u> (b) The Requiring Authority must: (i) <u>provide a draft of the relevant CTMP (Draft CTMP) to the Supermarket Operator;</u> (ii) <u>allow 20 working days for the Supermarket Operator to provide feedback on the Draft CTMP;</u> (iii) <u>meet with the Supermarket Operator to discuss the Draft CTMP, if requested by the Supermarket Operator;</u> (iv) <u>within 20 working days of receiving any feedback from the Supermarket Operator (pursuant to (iii) above), advise the Supermarket Operator of:</u> (A) <u>What feedback it has or has not accepted and why; and</u> (B) <u>The confirmed CTMP.</u> (c) (b) During Project construction, the Requiring Authority <u>must</u> shall: (i) <u>As far as practicable, maintain vehicle access and manoeuvrability for Delivery Vehicles from Maki Street to the Supermarket loading docks zone between [TBC] 5am and 5pm, 7 days a week. Delivery Vehicle access at the Maki Street Entrance shown on Schedule [C] must be in a forward direction.</u> (ii) <u>Where it is not practicable to comply with (i) above, minimise the duration of disruption to Delivery Vehicles by ensuring:</u> (A) <u>minimise the duration of disruption to Delivery Vehicles.</u> (A) <u>any closure of access (including Manoeuvrability) to one Supermarket loading dock must not exceed two weeks without the prior written agreement of the Supermarket Operator;</u> (B) <u>any closure of access (including Manoeuvrability) to both Supermarket loading docks must not exceed 12 consecutive hours without the prior written agreement of the Supermarket Operator; and</u> (C) <u>(B) provide the operator of the Supermarket with at least 3 weeks' 15 working days' notice in writing of the above, except in the case of an unforeseen emergency.</u> (d) <u>Condition 15(c) must not apply in the case of an unforeseen emergency, however the Requiring Authority must minimise as far as practicable the duration of disruption to Delivery Vehicles in that event and must notify the Supermarket Operator as soon as practicable of any emergency affecting access.</u>
ALL	15A	<u>Crime Prevention through Environmental Design</u> <u>The Requiring Authority must design the Project to provide for personal safety by taking into account the National Guidelines for Crime Prevention through Environmental Design in New Zealand (November 2005), or any subsequent version.</u>
NoR 1 - 3	15B	<u>Height-in-relation-to-boundary</u> (a) <u>Except as excluded in (b) below or as agreed with Council, the Requiring Authority must design any retaining wall and/or bridge structure so that it does not exceed a height of 30 metres measured vertically from the ground level at the designation boundary where such boundary adjoins a Residential Zone at the time of designation. Any part of a retaining wall and/or bridge structure must be set back 1 metre for every metre in height (45 degrees) from the designation boundary.</u> (b) <u>The height-in-relation-to-boundary restriction in (a) does not apply:</u> (i) <u>Where the designation is directly to the south of land zoned Residential; or</u> (ii) <u>To gantries, signs, lighting, noise barriers and other similar ancillary structures.</u>

Commented [NZTA3]: Condition intent agreed, but drafting not agreed with Council for the reasons set out in response #9, Appendix A to MOC 'NZTA response to Auckland Council comments' dated 8 July.

NoR number	Condition number	Condition
<u>ALL</u>	<u>15C</u>	<u>Form and Landscaping Statement</u> (a) <u>The Requiring Authority must prepare a Form and Landscaping Statement to be submitted with the relevant outline plan(s) for each stage of work. The objective of the Form and Landscaping Statement is to describe how the design of the permanent Project works has responded to the immediately adjoining environment.</u> (b) <u>To achieve the objective noted in Condition 15C(a) above, the Form and Landscaping Statement is to provide a summary description of how the design of the permanent Project works for that stage of work has approached:</u> (i) <u>the height, shape, and bulk of major structures - including stations, bridges, underpasses, retaining walls and noise barriers, where relevant;</u> (i) <u>any walking and cycling connections with the adjacent network;</u> (ii) <u>the likely finished contour – including the extent and angle of batter slopes;</u> (iii) <u>vehicular access, circulation, and provision for parking – including station access, pick-up / drop-off areas, [park and ride NoR 1 and 4 Brigham Creek Station only];</u> (iv) <u>the landscaping - including the location of any planting that is required under condition 26 Landscape Planting; and</u> (v) <u>the interface with adjacent land use including open space zones.</u> <u>Advice note:</u> <u>During development of design for the Project, the Requiring Authority will work collaboratively with Auckland Council when considering the above matters. The Form and Landscaping Statement will be informed by that work.</u>

Commented [NZTA4]: Condition intent agreed, but drafting not agreed with Council for the reasons set out in response #10, Appendix A to MOC 'NZTA response to Auckland Council comments' dated 8 July.

NoR number	Condition number	Condition
CONSTRUCTION CONDITIONS		
ALL	16.	Construction Traffic Management Plan (CTMP) (a) The CTMP <u>must</u> be prepared prior to the start of construction works and <u>must</u> be provided to the Manager for information. The objective of the CTMP is to appropriately manage any adverse traffic safety and efficiency impacts on other road users caused by the Project. (b) To achieve this objective, the CTMP <u>must</u> include: (i) Methods to manage the effects of temporary traffic management activities on the network; (ii) Measures to manage the safety of all transport users; (iii) The estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic congestion near schools or to manage traffic congestion; (iv) Site access routes for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) Identification of detour routes and other methods for the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) Measures to maintain the function of the existing <u>North-Western</u> Shared User Path to a reasonable level of service, to the extent that is reasonably practicable, and where this is not practicable, provide safe detour routes that provide a reasonable level of service; (vii) Measures to maintain access to and from properties and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods, rubbish collection, and mail/courier deliveries; (viii) The management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (ix) Methods that will be undertaken to communicate traffic management measures to affected road users; (x) <u>Details of how sequencing of Project works to mitigate effects on adjacent arterial roads has been considered;</u> (xi) <u>Details of how programming of Project works in relation to any known concurrent construction of infrastructure projects within SH16 or adjacent arterial roads has been considered;</u> (xii) (x) Details of minimum network performance parameters during the construction phase including any measures to monitor compliance with the performance parameters. (xiii) (xi) Details of any measures proposed to be implemented in the event of minimum network performance parameters identified in Condition 16(b)(xii) above being exceeded. (xiv)(xiii) Auditing, monitoring and reporting relating to traffic management activities shall be undertaken in accordance with the requirements of the Road Controlling Authority.
	16A	(a) <u>The Requiring Authority must not fully close Gunton Drive (between Fred Taylor Drive and Tawhia Drive) between 8am and 8pm, 7 days per week).</u> (b) <u>Where it is not practicable to comply with Condition 16A(a) above, any full closure occurring between 8am and 8pm:</u> (i) <u>must not exceed 12 hours in any consecutive 7-day period; and</u> (ii) <u>the duration of the closure must be minimised.</u>

NoR number	Condition number	Condition																																																										
		(c) Condition 16A(a) and (b) do not apply in the case of an unforeseen emergency. In that event, the Requiring Authority must minimise the duration of full closure as far as practicable.																																																										
	16B	Open Space – Construction Access The Requiring Authority must maintain safe and clearly identifiable public access (walking and cycling) through affected open space zoned land available for use during construction, as far as practicable. Such access must seek to minimise significant detours.																																																										
ALL	17.	Construction Noise (a) Construction noise must be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and must comply with the noise standards set out in Table 1 as far as practicable. Table 1: Construction noise standards <table><tr><th>Time of week</th><th>Time period</th><th>dB LAeq</th><th>dB LAFmax</th></tr><tr><td colspan="4">Activities sensitive to noise</td></tr><tr><td rowspan="4">Weekdays</td><td>0630-0730</td><td>55</td><td>75</td></tr><tr><td>0730-1800</td><td>70</td><td>85</td></tr><tr><td>1800-2000</td><td>65</td><td>80</td></tr><tr><td>2000-0630</td><td>45</td><td>75</td></tr><tr><td rowspan="4">Saturdays</td><td>0630-0730</td><td>45</td><td>75</td></tr><tr><td>0730-1800</td><td>70</td><td>85</td></tr><tr><td>1800-2000</td><td>45</td><td>75</td></tr><tr><td>2000-0630</td><td>45</td><td>75</td></tr><tr><td rowspan="4">Sundays and public holidays</td><td>0630-0730</td><td>45</td><td>75</td></tr><tr><td>0730-1800</td><td>55</td><td>85</td></tr><tr><td>1800-2000</td><td>45</td><td>75</td></tr><tr><td>2000-0630</td><td>45</td><td>75</td></tr><tr><td colspan="4">All other buildings occupied during the works</td></tr><tr><td rowspan="2">All days</td><td>0730-1800</td><td>70</td><td>N/A</td></tr><tr><td>1800-0730</td><td>75</td><td>N/A</td></tr></table> (b) Where compliance with the noise standards set out in Table 1 is not practicable, the methodology in Condition 20 must apply.	Time of week	Time period	dB LAeq	dB LAFmax	Activities sensitive to noise				Weekdays	0630-0730	55	75	0730-1800	70	85	1800-2000	65	80	2000-0630	45	75	Saturdays	0630-0730	45	75	0730-1800	70	85	1800-2000	45	75	2000-0630	45	75	Sundays and public holidays	0630-0730	45	75	0730-1800	55	85	1800-2000	45	75	2000-0630	45	75	All other buildings occupied during the works				All days	0730-1800	70	N/A	1800-0730	75	N/A
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ALL	18.	Construction Vibration Criteria (a) Construction vibration must be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures.																																																										

NoR number	Condition number	Condition																														
		(b) Construction vibration and mustshall comply with the Category-A vibration criteria standards set out in Table 2 as far as practicable and shall comply with the Category-B day-time criteria. <u>Table 2: Construction vibration criteria</u> <table><tr><th>Receiver</th><th>Location</th><th>Details</th><th>Category A</th><th>Category B</th></tr><tr><td rowspan="2">Occupied sensitive use buildings *</td><td rowspan="2">Inside the building</td><td>2000-0630</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>0630-2000</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Inside the building</td><td>0630-2000</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Any buildings identified as Particularly Vibration Sensitive</td><td>Inside the building</td><td>As per relevant use above</td><td>As per relevant use above</td><td>2.5 mm/s ppv</td></tr><tr><td rowspan="2">All other buildings</td><td rowspan="2">Building foundation</td><td>Vibration – transient</td><td rowspan="2">5mm/s ppv</td><td>BS 5228-2 Table B.2</td></tr><tr><td>Vibration - continuous</td><td>BS 5228-2 50% of Table B.2 values</td></tr></table> * BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – part 2: Vibration' (b) (c) Where compliance with the vibration standardscriteria set out in Table 2 is not practicable, the methodology in Condition 20 shall applyliesy.	Receiver	Location	Details	Category A	Category B	Occupied sensitive use buildings *	Inside the building	2000-0630	0.3mm/s ppv	1mm/s ppv	0630-2000	1mm/s ppv	5mm/s ppv	Other occupied buildings	Inside the building	0630-2000	2mm/s ppv	5mm/s ppv	Any buildings identified as Particularly Vibration Sensitive	Inside the building	As per relevant use above	As per relevant use above	2.5 mm/s ppv	All other buildings	Building foundation	Vibration – transient	5mm/s ppv	BS 5228-2 Table B.2	Vibration - continuous	BS 5228-2 50% of Table B.2 values
Receiver	Location	Details	Category A	Category B																												
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All other buildings	Building foundation	Vibration – transient	5mm/s ppv	BS 5228-2 Table B.2																												
		Vibration - continuous		BS 5228-2 50% of Table B.2 values																												
ALL	19.	Construction Noise and Vibration Management Plan (a) The Requiring Authority mustshall engage a SQEP to prepare CNVMP prior to the start of construction. (b) The objective of the CNVMP is to identify: (i) How Conditions 17 and 18 will be achieved; and (ii) The Best Practicable Option for managing construction noise and vibration effects where compliance with Conditions 17 and 18 cannot practicably be achieved. (c) The CNVMP mustshall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' and shall, as a minimum, address: (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration criteria identified in Conditions 17 and 18; (iv) identification of receivers where noise and vibration criteria apply; (v) a hierarchy of management and mitigation options (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints. (viii) contact details of a project liaison person;																														

NoR number	Condition number	Condition
		(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP in accordance with Condition 20; (xi) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xii) identify all buildings considered Particularly Vibration Sensitive. If the Ambassador Theatre is able to be retained in part or intact, then it must be considered as Particularly Vibration Sensitive as set out in Condition 18 Table 2 above; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken so that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP.
ALL	20.	Schedule to a CNVMP (a) A Schedule to the CNVMP (Schedule) <u>must</u> be prepared by a SQEP prior to the start of construction for an activity to which it relates, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 17; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) Construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 17 and 18 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and any mitigation options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule <u>must</u> be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of the start of construction that are covered by the scope of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority <u>must</u> consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) above.

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NoR number	Condition number	Condition
9 and 11	21.	Built Heritage - Commercial Building [Augier condition], Ambassador Theatre and Fisheries Building [Augier condition] (Point Chevalier) (a) To the extent practicable, the Requiring Authority <u>mustshall</u> retain the original building footprints, located at and shown in Schedule <u>DE</u>; (i) 1224-1228 Great North Road (Commercial Building) (ii) 1218-1220 Great North Road (Ambassador Theatre) AUP Scheduled Heritage Building 1680, and (iii) 1212-1216 Great North Road (Fisheries Building). (b) If the retention of <u>an the entire</u> original building footprints is not practicable; the Requiring Authority <u>mustshall</u> undertake <u>a</u> building surveys by a SQEP to determine whether it is reasonably practicable to retain: (i) part of the buildings including adaptive re-use in the project design; and (ii) AUP scheduled internal features of the Ambassador Theatre, <u>if applicable</u>. (c) If the retention of <u>any part of the a</u> buildings is not practicable, the Requiring Authority <u>mustshall</u>: (i) Undertake archival documentation and recording of the Ambassador Theatre, <u>if applicable</u>. (ii) Install interpretive material at the Point Chevalier Station that documents the heritage values of Point Chevalier town centre. (d) The Outline Plan <u>mustshall</u> set out how the hierarchy of measures in (a) to (c) have been applied.
9	22.	Built Heritage - Former Chamberlain Park Clubhouse (a) To the extent practicable, the Requiring Authority <u>mustshall retain the original building footprint of the</u> former Chamberlain Park Clubhouse located at 990 Great North Road, Western Springs and shown in Schedule <u>DE</u>. (b) If the retention of the building is not practicable, the Requiring Authority <u>mustshall</u>: (i) Undertake archival documentation and recording of the building (ii) Install interpretive material at the Western Springs Station that documents the heritage values of the original Chamberlain Park Golf Course clubhouse and surrounds. (c) The Outline Plan <u>mustshall</u> set out how the hierarchy of measures in (a) and (b) have been applied.
9 and 11	23.	Built Heritage Construction Management Plan (a) The Requiring Authority <u>mustshall</u> engage a SQEP to prepare a Built Heritage Construction Management Plan prior to the start of construction. The objective of the Built Heritage Construction Management Plan is to identify methods to manage construction effects on the buildings listed in Condition 21 and 22 and adjacent Scheduled Heritage Building [AUP 2798] former ASB Building, 1210 Great North Road, Point Chevalier <u>provided the building(s) are existing at the time of construction and will be retained</u>. (b) The Built Heritage Construction Management Plan <u>mustshall</u> include: (i) Measures to protect retained built heritage buildings from damage during construction, such as barriers and protective screens. (ii) Demolition and deconstruction methods for any heritage buildings not being retained. (iii) Pre- and post- construction works building condition surveys in accordance with the Construction Noise and Vibration Management Plan required by Condition 19 above. (iv) Measures to monitor the buildings during construction works

Commented [NZTA5]: Condition not agreed with Council for the reasons outlined in response #1, Appendix A to MOC 'NZTA response to Auckland Council comments' dated 8 July.

NoR number	Condition number	Condition
		(v) Accidental damage protocols.
9	24.	Waititiko / Meola Creek, Western Springs - Outstanding Natural Feature The Requiring Authority shall design and construct a bridge structure to cross the Waititiko / Meola Creek, Western Springs within the Outstanding Natural Feature (AUP ID 95). This condition does not restrict piers within the Outstanding Natural Feature. (a) <u>If the Project includes works within the Outstanding Natural Feature (AUP ID 95), the Requiring Authority must design and construct a bridge structure to cross the Waititiko / Meola Creek, Western Springs within that Feature. The bridge structure must not exceed two supporting piers (and any associated scour protection) in the ONF (either two individual piers or two sets of adjacent piers) and must be designed to minimise permanent adverse effects as far as practicable.</u> (b) <u>The Outline Plan(s) must describe the measures that will be implemented during construction to minimise any permanent effects on the ONF.</u> (c) <u>The Requiring Authority must not locate construction laydown areas within the ONF.</u>
9	25.	Northwest Lava Flow, Western Springs - Outstanding Natural Feature (a) The Project <u>must</u> be designed to minimise <u>permanent effects impacts</u> on the exposed face of the Northwestern Lava Flow Outstanding Natural Feature (AUP ID 132) as far as practicable. (b) The Outline Plan(s) <u>must</u> describe the measures that will be implemented to minimise any permanent impacts.
ALL	26.	<u>Landscape Planting</u> (a) The Requiring Authority <u>must</u>, where practicable: (i) Retain existing mature, native vegetation; (ii) Plant at stations and batter slopes; (iii) Use eco-sourced native vegetation; <u>and</u> (iv) Integrate planting with any planting required by <u>Designation Conditions 26A and resource consents</u> for the Project. (a) For planting under (a), the Requiring Authority <u>must</u>: (i) Undertake planting within the first planting season following Completion of Construction; (ii) undertake pest plant control for a five year period; and (iii) monitor planted areas and undertake replacement planting as necessary for a five year period or until 80% canopy cover is achieved (whichever is less). (b) The measures described in (a) <u>must</u> be shown in <u>the Form and Landscaping Statement submitted with the</u> Outline Plan.
10	26A.	<u>Arch Hill Scenic Reserve – Native Vegetation Removal</u> (a) If native vegetation within the Designation is removed in Arch Hill Scenic Reserve shown in Schedule <u>FC</u>, the Requiring Authority <u>must</u>: (i) for temporary construction works, plant native vegetation in those areas where vegetation was removed. (ii) for permanent works, plant an equal area (in m²) within Arch Hill Scenic Reserve or elsewhere within the Designation. (b) For planting under (a) the <u>Requiring Authority Consent Holder must</u>: (i) engage a SQEP to advise on location and determine plant species and sourcing, density and sizing;

Commented [NZTA6]: Condition not agreed with Council for the reasons outlined in response #8, Appendix A to MOC 'NZTA response to Auckland Council comments' dated 8 July.

Commented [NZTA7]: Condition not agreed with Council for the reasons set out in response #12, Appendix B to MOC 'NZTA response to Auckland Council comments' dated 8 July.

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NoR number	Condition number	Condition
		(ii) undertake eco-sourced planting within the first planting season following completion of construction where practicable; (iii) undertake pest plant control for a five year period; and (iv) monitor planted areas and undertake replacement planting for a five year period or until 80% native canopy cover is achieved (whichever is less).
9 and 10	27.	Tree Protection Methodology (a) Prior to the start of construction, the Requiring Authority must engage a SQEP to prepare a tree protection methodology for the trees identified in Schedule EQ (existing at the time of construction). The tree protection methodology must demonstrate how the design and location of the Project has avoided, remedied or mitigated effects on any tree listed in Schedule EQ. (b) The methodology must include: (i) Procedures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and (ii) Methods and procedures to be used when the trees are pruned and/or work is undertaken within the rootzone.
OPERATIONAL CONDITIONS		
2, 3, 6, 8, 9, 10, 12 ALL	28.	Operational Traffic Low Noise Road Surface The Requiring Authority must implement an asphalt surface or similar low noise road surface throughout the Project (excluding any existing local roads with chip seal).
2, 3, 6, 8, 9, 10, 12	28A.	For the purposes of Conditions 29 to 37: (a) NZS 6806 – means NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (b) (a) Building-Modification Mitigation – has the same meaning as in NZS 6806; (c) (b) Noise Barrier is any barrier that has a minimum surface density of 15 kg/m² and is designed to have no gaps between the panels and the ground and between panels (d) (c) Habitable Space – has the same meaning as in NZS 6806; (e) (d) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (f) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (g) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule EH "Identified PPFs". (h) Structural mitigation – has the same meaning as in NZS 6806; (i) Design Year – means the year 2051; (j) Do-nothing scenario – has the same meaning as in NZS 6806; and (k) Detailed design scenario – means the Project and State Highway 16 with traffic volumes for the Design Year, with any BPO structural mitigation implemented.
2, 3, 6, 8, 9, 10, 12	29.	As part of the detailed design of the project, a SQEP must determine the BPO structural mitigation for mitigating noise effects on PPFs. The SQEP must, as part of the BPO, consider if existing Noise Barriers could be retained or altered.
2, 3, 6, 8, 9, 10, 12	30.	(a) Prior to the start of construction works, a SQEP must identify those PPFs where, following implementation of BPO structural mitigation the Noise Barriers:

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NoR number	Condition number	Condition
		(i) The external traffic-noise level at the façade facing the Project is higher than 67 dB LAeq(24h), and (ii) A noise level increase of 1 dB or more will occur due to the Project implementation; and (iii) where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings') as far as reasonably practicable <u>Such PPFs will be classified as "Category C Buildings"</u> <u>(b) The noise level increases discussed above must be based on a comparison of the Do-nothing scenario and the Detailed design scenario.</u>
2, 3, 6, 8, 9, 10, 12	31.	Prior to the start of construction in the vicinity of each Category C Building, the Requiring Authority must<u>shall</u> write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within 12 months of the date of the Requiring Authority's letter, the Requiring Authority must<u>shall</u> instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
2, 3, 6, 8, 9, 10, 12	32.	(a) For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 31<u>30</u> above if: (i) the Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (ii) the building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or (iii) the building owner did not agree to entry, or the building owner agreed to entry but the Requiring Authority could not gain entry, within 12 months of the date of the Requiring Authority's letter sent in accordance with Condition 30 above (including where the owner did not respond <u>or entry was denied by a tenant</u> within that period); or (iii) the building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the project. If any of (ii) to <u>or</u> (iii) above apply to a Category C Building, the Requiring Authority is not required to offer to implement Building-Modification Mitigation to that building.
2, 3, 6, 8, 9, 10, 12	33.	(a) Subject to Condition 32<u>34</u> above, within six months of the assessment undertaken in accordance with Condition 30<u>31</u>, the Requiring Authority must<u>shall</u> write to the owner of each Category C Building advising: (i) if Building-Modification Mitigation is required <u>and reasonably practicable</u> to achieve 40 dB LAeq(24h) inside habitable spaces; and (ii) the options available for Building-Modification Mitigation to the building, if required <u>and reasonably practicable</u>; and (iii) that the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
2, 3, 6, 8, 9, 10, 12	34.	Once Building-Modification Mitigation has been agreed, it shall be implemented in a reasonable and practical timeframe by arrangement with the owner.
2, 3, 6, 8, 9, 10, 12	35.	(a) Subject to Condition 31, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 30 if: (i) the Requiring Authority has completed Building Modification Mitigation to the building; or (ii) an alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (iii) the building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring

Te Ara Hauāuru Northwest Rapid Transit



NoR number	Condition number	Condition
		Authority's letter sent in accordance with Condition 31 (including where the owner did not respond within that period); or (iv) the building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the project.
2, 3, 6, 8, 9, 10, 12	36.	All noise barriers required as determined by the BPO assessment in accordance with Condition 29 mustshall be installed prior to the opening of the Project.
2, 3, 6, 8, 9, 10, 12	37.	The Noise Barriers that are part of the BPO mustshall be maintained so they retain their noise reduction performance as far as practicable.

Schedule A. Danger Rating Matrix and Flood Hazard Ratings

Danger Rating Matrix

Hazard		Hazard to People Outside						
The Danger Rating is determined based on the combination of the assessed Hazard Inside and Hazard Outside in accordance with this matrix.		Assess flood hazard along most likely evacuation route using the Flood Hazard Ratings Chart.						
		Conditions	Hazard Rating	An evacuation route is available and does not require wading		An evacuation route may be available but requires wading. Hazard is a function of depth and velocity of flooding along the evacuation route. (Refer to Flood Hazard Ratings Chart)		
				Very Low	Low hazard for all	Low hazard for adults	Moderate hazard	High hazard for all
D & V Thresholds		n/a		(Refer to Flood Hazard Ratings Chart)	(Refer to Flood Hazard Ratings Chart)	(Refer to Flood Hazard Ratings Chart)	(Refer to Flood Hazard Ratings Chart)	
Hazard to People Inside	Habitable floor remains dry	Very Low	Floodwaters are NOT touching the building footprint. Nil depth over habitable floor.					
			Floodwaters are touching the building footprint. Nil depth over habitable floor.					
	Habitable floor is wet.	Low hazard for all	Depth (D) over habitable floor: 0 ≤ D < 0.5m					
		Low hazard for able-bodied adults /	Depth (D) over habitable floor: 0.5 ≤ D < 0.85m					
		Moderate hazard	Depth (D) over habitable floor: 0.85 ≤ D < 1.2m					
		High hazard for all	Depth (D) over habitable floor: D ≥ 1.2m					

DANGER RATING KEY

HIGH DANGER

MODERATE DANGER

LOW DANGER

Intolerable Risk Threshold @ 1% AEP

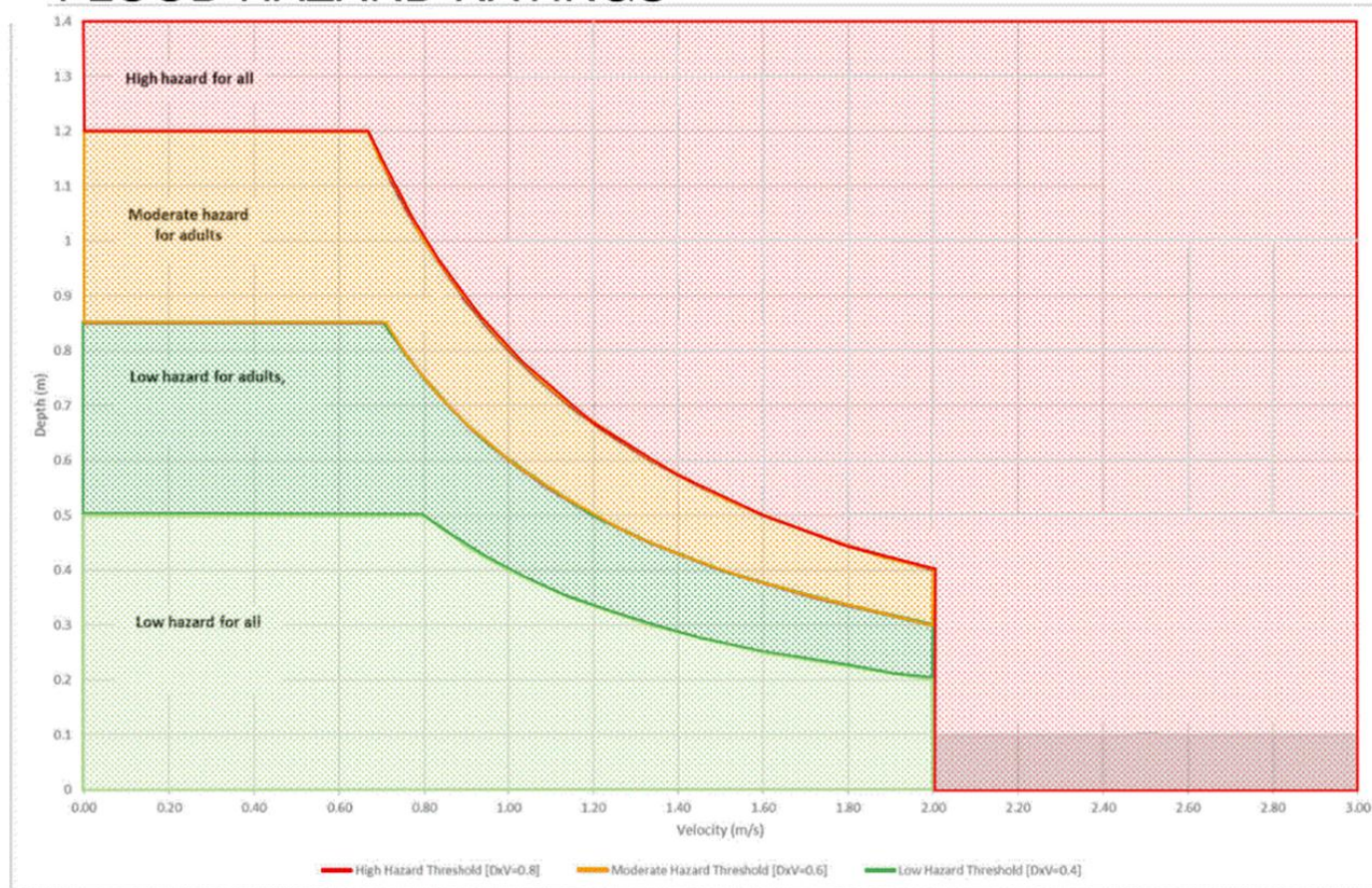
Intolerable Risk Threshold @ 1% AEP

DANGER RATING KEY

- HIGH DANGER
- MODERATE DANGER
- LOW DANGER

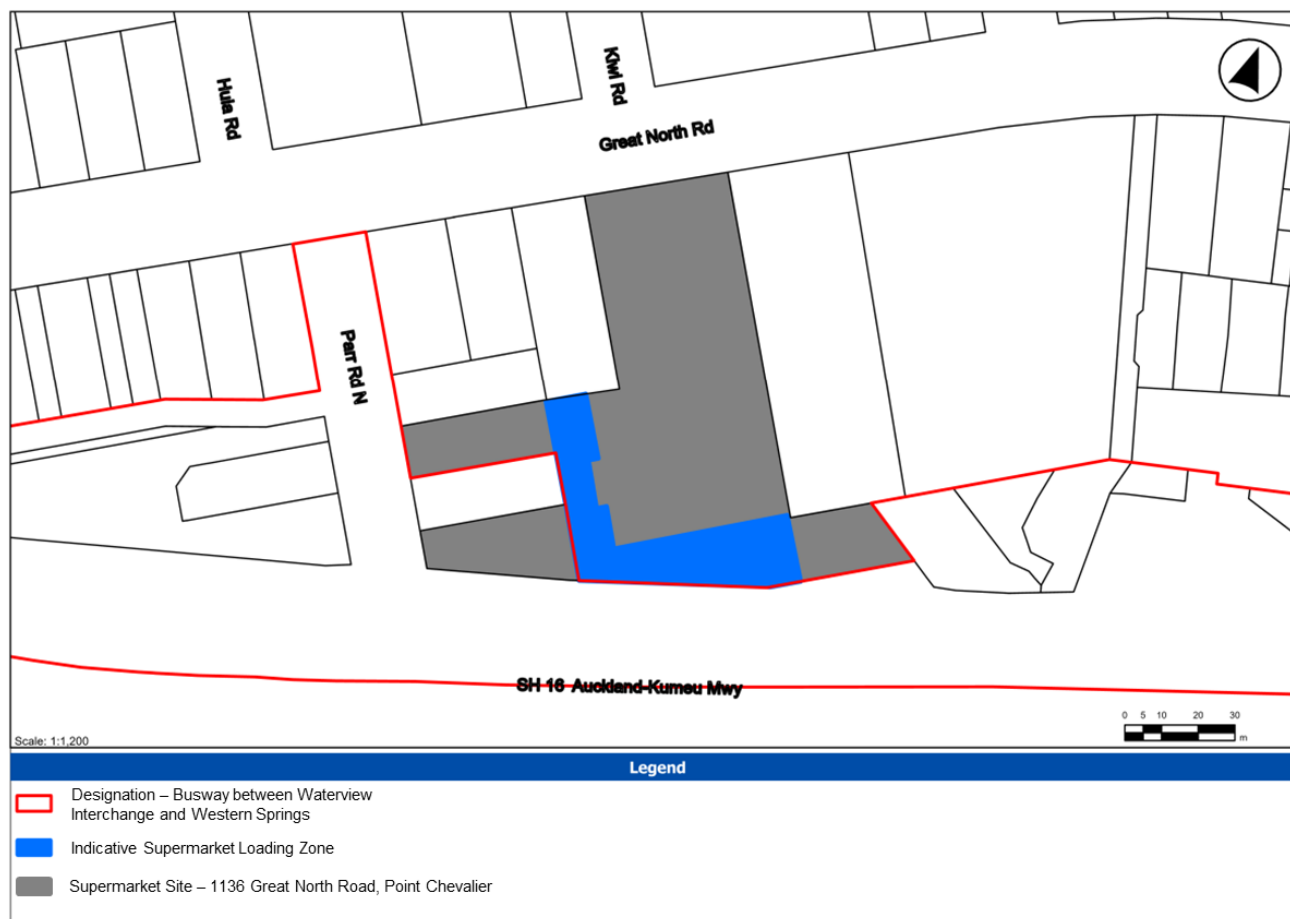


FLOOD HAZARD RATINGS





Schedule B. Supermarket Access – 1136 Great North Road, Point Chevalier





Schedule DC. Westgate Supermarket





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





Schedule DE. Former Chamberlain Clubhouse – NoR 9





Schedule **CE**. Arch Hill Scenic Reserve NoR 10





Schedule EG. Tree Schedule – NoR 9



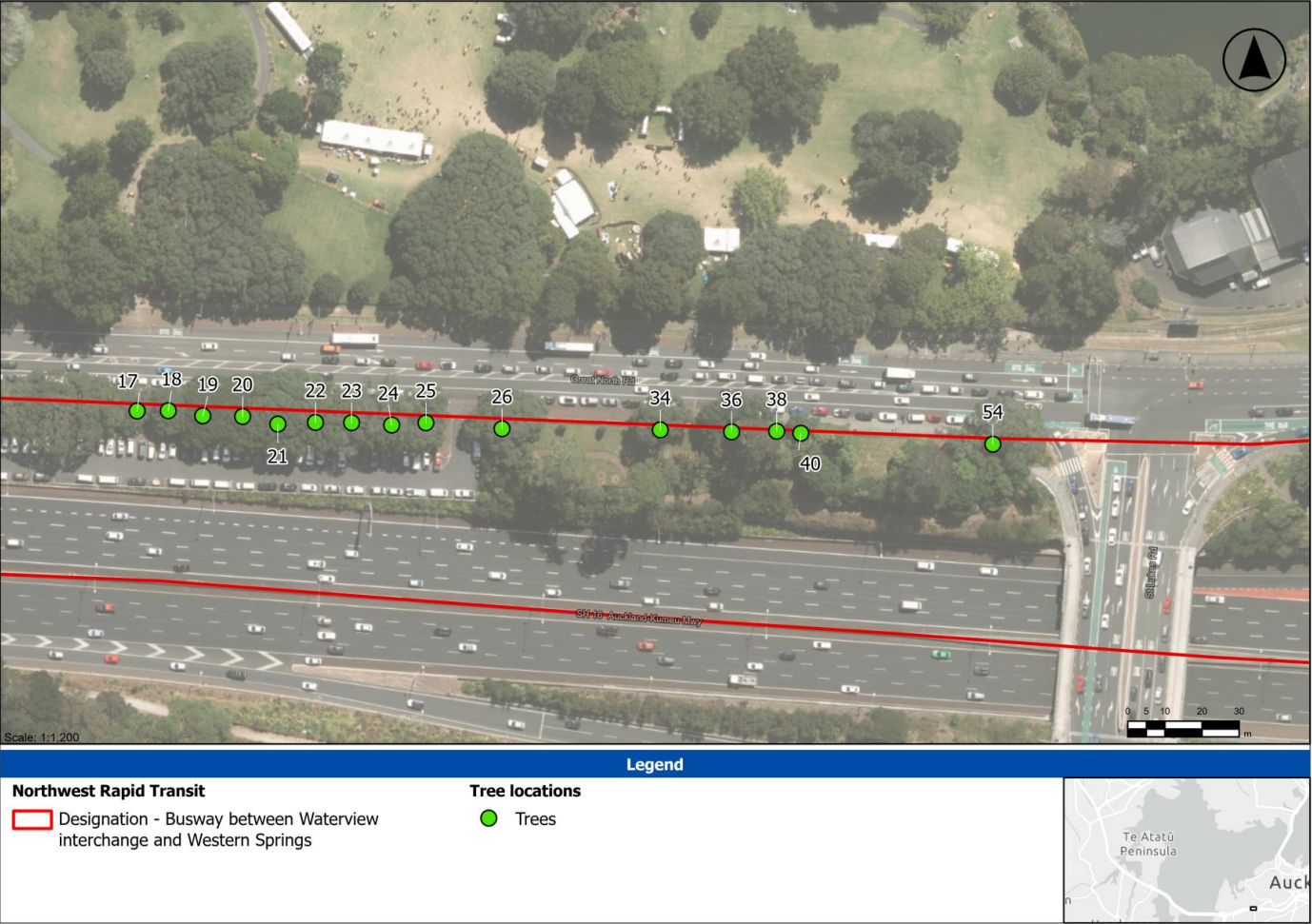


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Schedule EG. Tree Schedule – NoR 10





Schedule FH. (Identified PPFs) – NoR 2





Te Ara Hauāuru Northwest Rapid Transit



Legend

Northwest Rapid Transit

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

Protected Premises and Facilities





Te Ara Hauāuru Northwest Rapid Transit



Legend	
Northwest Rapid Transit	Protected Premises and Facilities
 Designation - Busway between Westgate Te Waiarohia station and south of Royal Road Mānutewhau	



Te Ara Hauāuru Northwest Rapid Transit



Scale: 1:2,050

Legend

Northwest Rapid Transit

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

Protected Premises and Facilities





Te Ara Hauāuru Northwest Rapid Transit



Legend

Northwest Rapid Transit

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

Protected Premises and Facilities







Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

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

Legend

Protected Premises and Facilities





Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

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

Protected Premises and Facilities

 Building Outline

 Street Boundary





Te Ara Hauāuru Northwest Rapid Transit





Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

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

Legend

Protected Premises and Facilities

Building Outline



Te Ara Hauāuru Northwest Rapid Transit





Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

 Designation - Busway between Royal Road
Mānutehau station and Te Whau River

Legend

Protected Premises and Facilities

 Building Outline





Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

 Designation - Busway between Royal Road
Mānutehau station and Te Whau River

Legend



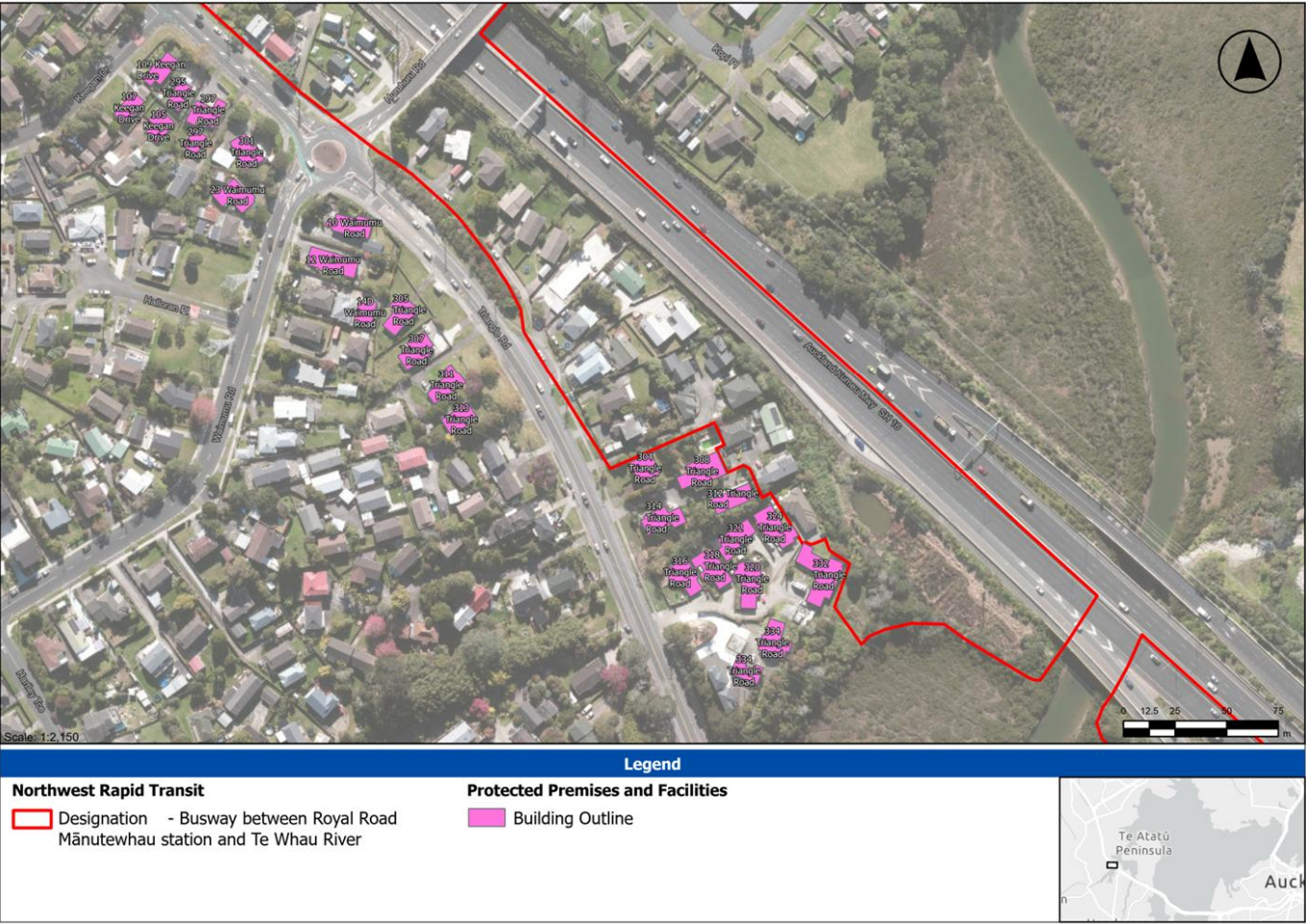


Te Ara Hauāuru
Northwest Rapid Transit





Te Ara Hauāuru Northwest Rapid Transit







Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

-  Designation - Busway between Royal Road
Mānutehau station and Te Whau River

Legend





Te Ara Hauāuru Northwest Rapid Transit



Scale: 1:2,150

Legend

Northwest Rapid Transit

- Designation - Busway between Royal Road
Mānutewhau station and Te Whau River





Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

 Designation - Busway between Royal Road Mānutewhau station and Te Whau River

Legend

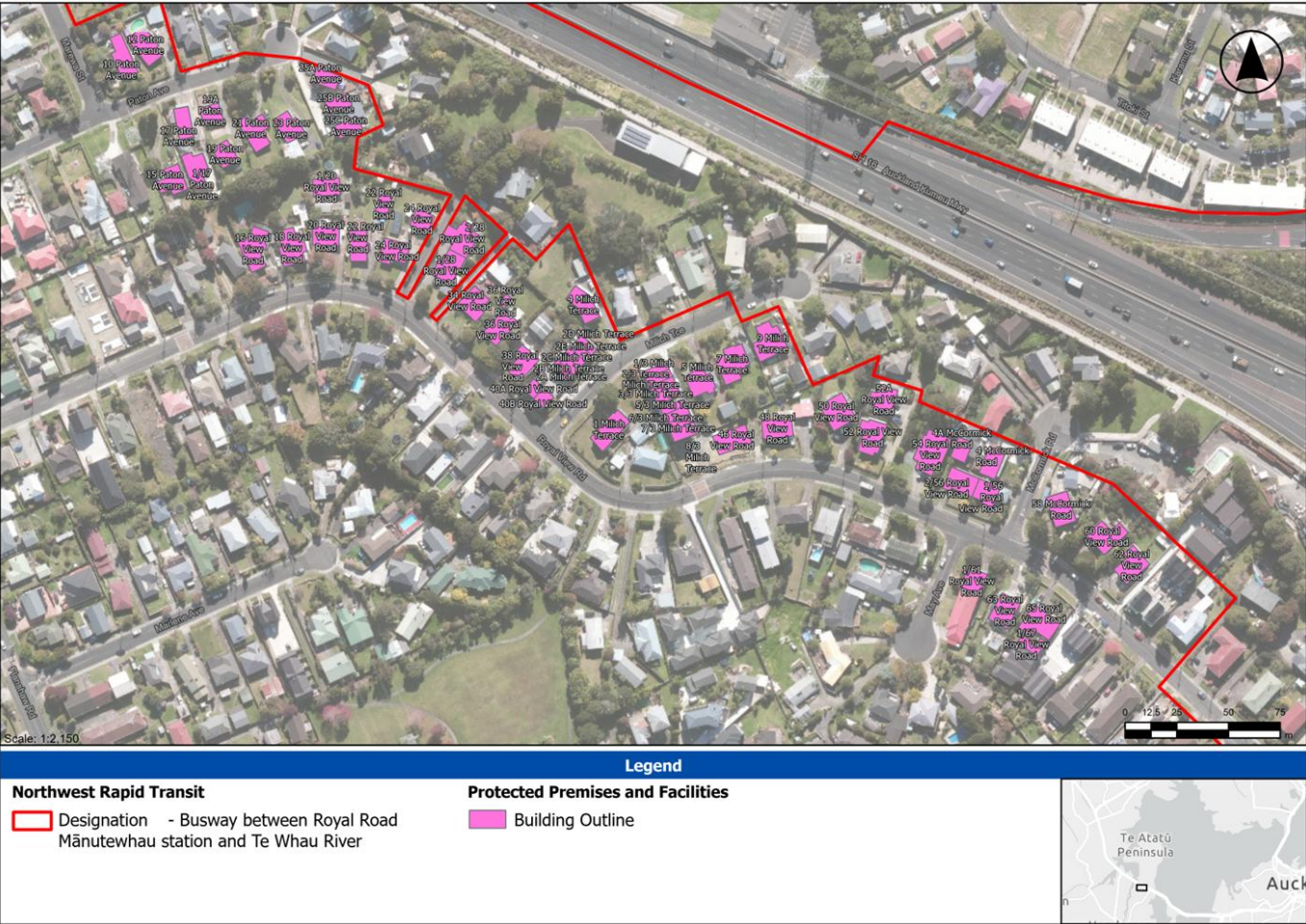
Protected Premises and Facilities

 Building Outline





Te Ara Hauāuru Northwest Rapid Transit





Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit
Designation - Busway between Royal Road Mānutewhau station and Te Whau River

Protected Premises and Facilities
Building Outline



Te Ara Hauāuru
Northwest Rapid Transit



Legend

Northwest Rapid Transit

- Designation - Busway between Royal Road
Mānutehau station and Te Whau River





Te Ara Hauāuru Northwest Rapid Transit



Legend

Northwest Rapid Transit

-  Designation - Busway between Royal Road
Mānutewhau station and Te Whau River





Te Ara Hauāuru Northwest Rapid Transit





Schedule FH. (Identified PPFs) – NoR 6





Schedule FH. (Identified PPFs) – NoR 8





Schedule FH. (Identified PPFs) – NoR 9





Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

Designation - Busway between Waterview Interchange and Western Springs

Legend

Protected Premises and Facilities

Building Outline



Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

 Designation - Busway between Waterview Interchange and Western Springs

Legend

Protected Premises and Facilities

 Building Outline





Te Ara Hauāuru
Northwest Rapid Transit



Legend

Northwest Rapid Transit

-  Designation - Busway between Waterview Interchange and Western Springs





Te Ara Hauāuru Northwest Rapid Transit



Legend

- Northwest Rapid Transit**
-  Designation - Busway between Waterview Interchange and Western Springs





Schedule FH. (Identified PPFs) – NoR 10





Te Ara Hauāuru Northwest Rapid Transit





Te Ara Hauāuru Northwest Rapid Transit





Te Ara Hauāuru Northwest Rapid Transit





Te Ara Hauāuru Northwest Rapid Transit



Northwest Rapid Transit

 Designation - Busway between Western Springs and Ian McKinnon Drive

Legend

Protected Premises and Facilities

 Building Outline





Te Ara Hauāuru
Northwest Rapid Transit





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Northwest Rapid Transit



