

**Before an Expert Panel**

Under the Fast-track Approvals Act 2024

And

In the matter of an application for approvals by New Zealand Transport Agency Waka Kotahi (**NZTA**) to develop a rapid transit link, associated infrastructure and connections between Brigham Creek and Auckland City Centre (**NWRT Project**)

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Corporate statement by Roy Stansfield on behalf of Stride Holdings Limited in relation to the NWRT Project by NZTA

Dated 26 May 2026

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## MAY IT PLEASE THE PANEL

### INTRODUCTION

1. My full name is Roy Michael Stansfield. I am the General Manager for Shopping Centres at Stride Property Group.
2. Stride is a combined property ownership and real estate investment management business, with a broad nationwide property portfolio.
3. I have accumulated over three decades of professional experience within the retail property sector, encompassing senior asset management positions, retail leasing functions, and property accounting. I have detailed knowledge of what is required for the successful operation of large shopping centres. I have been employed by Stride for the past 17 years. This has included being involved in the senior team leading the development of the NorthWest Shopping Centre, Westgate (**NorthWest**).
4. In my present role, I am responsible for the overall asset management of five retail centres within the Stride portfolio. This includes oversight of operational matters, centre management, leasing arrangements, and the formulation and implementation of strategic objectives. In terms of NorthWest, my responsibilities also include managing relationships with existing and new tenants, managing accounts, marketing and community engagement efforts, and providing oversight for the strategic master plan for the site. I have also engaged with New Zealand Transport Agency Waka Kotahi (**NZTA**) and Auckland Transport (**AT**) on traffic matters affecting the site and the provision of transport infrastructure.
5. I am making this statement in support of Stride Holdings Limited (**Stride's**) comments to the expert panel for the North West Rapid Transit Project (**NWRT Project**), and specifically in respect of NoR 2 – Busway between Westgate Station Te Waiarohia and South of Royal Road Station and NoR 5 – Westgate Te Waiarohia station (**NWRT Project or NoR 2 and NoR 5**). Stride has been invited to comment on the NWRT Project as an affected and adjacent landowner under section 53 of the Fast-track Approvals Act (**Act**). I am authorised to make this statement on behalf of Stride.
6. In preparing this statement, I have read and rely on the following statements also provided on behalf of Stride on the NWRT Project:

- (a) Statement of traffic evidence, prepared by Don McKenzie; and
- (b) Statement of engineering evidence, prepared by Steven Rankin.

## **EXECUTIVE SUMMARY**

7. Stride supports public transport improvements at Westgate. However, NZTA has failed to identify and assess the significant adverse effects from the proposed land take and construction effects on NorthWest from NZTA's preferred alignment.
8. The encroachment of NoR 2 onto Stride's site is over Stride's development land. Stride has invested nearly \$1 million to date to secure and give effect to the Resource Consent for the master-planned expansion of NorthWest. NoR 2 directly impacts the ability to deliver the Resource Consent, will stymie the development potential of the site, and forgo anticipated returns in excess of \$500 million. This impact has not been understood or accounted for by NZTA in its options analysis.
9. Stride engaged Chester to review NZTA's alternative options and Mr Rankin has demonstrated that Option 3 which is located within the existing designation, and will not require any Stride land or require works on Gunton Drive, will deliver the least property impact, highest utilisation of the existing transport corridor, and reduced construction disruption. Stride seeks that Option 3 be confirmed as the preferred alignment, and that NoR 2 be removed from Stride's site and Gunton Drive.
10. There is also no detail in NZTA's application on how traffic impacts during the construction period are going to be managed. A drop in retail sales of 30-40% over a period of as little as three months can cause a tenant to seek rent relief, not renew their lease or exit. Vacant tenancies have a snow-ball effect on remaining tenants due to reduce foot-traffic. It is critical for the viability of NorthWest that access at the same level of service is provided notwithstanding the construction works.
11. NZTA has indicated that construction for NoR 2 will take 3.5 – 4 years, and the cut and cover for the underpass at Fred Taylor Drive will have a 9-month earthworks period. These are not temporary effects. The customers and tenants that Stride would lose over this period may not return. The construction period will have long-lasting operational and economic effects on NorthWest and Stride. This will adversely affect the community that NorthWest serves, and Stride's investors.
12. Stride has engaged Mr McKenzie to provide advice on the traffic conditions and requirements for management plans that are typical for projects of this type in a

heavy traffic environment. It is critical that Northside Drive and on and off-ramps are completed before works associated with NoR 2 to provide alternative access to the Westgate Precinct. It is also critical that Stride and its technical advisors can in put into these management plans. Mr McKenzie has provided a suite of conditions to help mitigate transport effects. These conditions are essential to mitigate effects on NorthWest, and its role as a sub-regional centre.

## **SCOPE AND STRUCTURE OF THIS STATEMENT**

13. This statement addresses the following:
- (a) Description of NorthWest and consultation with NZTA;
  - (b) Adverse effects of the NWRT Project on NorthWest;
  - (c) Solution to avoid and mitigate effects on NorthWest; and
  - (d) Proposed conditions.

## **DESCRIPTION OF STRIDE, NORTHWEST AND CONSULTATION WITH NZTA**

14. Stride has approximately \$3.27 billion of property under management, with \$1.02 billion directly owned by Stride (as at 30 September 2025). Stride is listed on the NZX, and has institutional shareholders (including KiwiSaver funds) to individual 'ma and pa' investors.
15. NorthWest is the largest and most valuable retail asset that Stride owns. NorthWest is valued at \$171.45 million (as at 30 September 2025). The value of NorthWest is directly affected by its rental income. For example, if the rental income of NorthWest drops by 50%, the value of the centre could drop by at least 50%. This would be an approximate reduction in the value of Stride's property assets of 8%, and would have a direct impact on share price and dividend distributions. The success or otherwise of NorthWest not only affects our tenants, and the community we serve, but also our significant investor base.
16. Stride takes pride in having cultivated a strong 'community hub' through the development of NorthWest. It has made significant efforts to foster community engagement, including supporting local schools, running community-focused promotions, and hosting cultural performances at NorthWest. Stride regards

NorthWest as the heart of the metropolitan centre, and it is important for the surrounding community that it continues to thrive.

17. As part of the intended master-plan for the site, Stride has consent to expand NorthWest to provide for office towers, cinema, additional retail and entertainment offerings. This development has been designed to face Gunton Drive and the Fred Taylor Drive intersection. The NWRT Project extends onto the NorthWest site by approximately 5,043.1 m<sup>2</sup> to allow for the realignment of Gunton Drive. This encroachment has a material adverse effect on Stride's development plans and the operation of NorthWest.

*Description of NorthWest and consultation with NZTA on existing transport constraints at Westgate and the effects of the NWRT Project*

18. Stride purchased the NorthWest Shopping Centre site in 2013 to develop a comprehensive master-planned shopping centre and business precinct consistent with its Metropolitan Centre zoning. Stride owns most of the NorthWest Shopping Centre site, with part subject to a ground lease from Kedgley Investments Limited. In 2015, Stride also acquired the land on the opposite side of Maki Street to develop additional retail, offices, bars and restaurants (known as **NorthWest Two**).
19. A map identifying the sites owned by Stride is included below (sites owned by Stride are outlined in yellow, and sites subject to ground lease in blue):

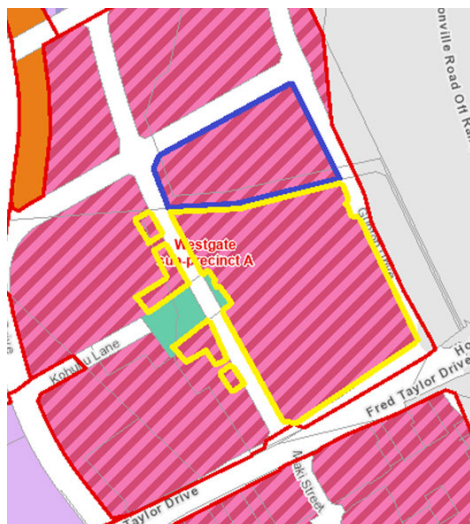


Fig. 1 Sites owned by Stride (outlined in yellow) and subject to ground lease in favour of Stride (outlined in blue)

20. The first stage of the NorthWest Shopping Centre (which you see today) opened in October 2015, with NorthWest Two opening in October 2016 (collectively referred to as **NorthWest**). Stride's total investment for the acquisition and development of both projects was approximately \$200 million. Stride has approximately 125 tenants at NorthWest across a broad range of goods and services, including anchor tenants of Countdown and Farmers, offices, supporting commercial services, retailers, food and beverage, and entertainment offerings. The development is served by 1,237 carparking spaces which are located on the NorthWest Shopping Centre site, with two entry and exits to Gunton Drive, and one entry and exit to Tawhia Drive. These carparking spaces also serve NorthWest Two.
21. When making the decision to acquire and develop NorthWest, one of the critical elements considered by Stride was accessibility for customers, tenants and their employees. As addressed by Mr McKenzie, the Westgate Precinct had a clear planned roading network to support its development. The motorway offramp at Fred Taylor Drive and direct access to the NorthWest carparking area via Gunton Drive were important considerations. The second motorway off ramp at Northside Drive was also considered critical, as this would provide an alternative route for visitors to other parts of the precinct, without congesting the roads around NorthWest. Mr McKenzie has provided a summary of the parts of the road network that have not been completed as proposed, including the Northside Drive connection and motorway ramps.
22. As a result of the incomplete road network, Westgate Precinct is subject to traffic congestion, even though the precinct is still only about 45% developed. As the precinct continues to develop over the next 10 years (which aligns with the projected construction time for NoR 2) this congestion will only be worse.
23. I have experienced firsthand the impact that gridlock in the network has had on NorthWest customers and tenants – with customers stuck in their cars for over an hour trying to exit our carpark. In these situations, customers often resort to social media – warning others not to come to NorthWest. I have **attached** in **Appendix A** social media posts from customers stating that they have stopped coming to NorthWest due to the transport issues. The impact on NorthWest during the construction period of NoR 2 is a significant issue. I will expand on this later in this statement.

24. Stride considers that improvements to the public transport network, and notably the Westgate Station Te Waiarohia and Busway is important to help alleviate traffic congestion by providing better, faster, and reliable public transport services to the Westgate Precinct to reduce reliance on private vehicles. However, public transport cannot replace all trips. For the viability of the centre, it is essential that our tenants, customers and delivery vehicles always have efficient access to NorthWest.
25. Completion of the incomplete components of the network before construction of NoR 2 would equally help – specifically the connection and motorway on and off ramps at Northside Drive. As addressed by Mr McKenzie, this is requested as a condition of the NWRT Designation to help alleviate the construction effects on the transport network.
26. Stride has been engaging with Auckland Transport and NZTA over the last 10 years to seek the completion of Northside Drive and to support public transport in the precinct (including in consultation on the Supporting Growth Alliance projects). To date, Stride has found NZTA and AT's overall responses to be dismissive in nature, with agencies reiterating that Northside Drive is not a priority project and that they lack the funding to complete it.
27. Additionally, Stride has undertaken a range of actions to manage traffic concerns near NorthWest. These have included; employing traffic management staff at peak times, engaging with NZTA and AT to help facilitate the Westgate bus station and cycleways, and regular correspondence with NZTA and AT over the past five years on general traffic congestion and traffic light phasing. NZTA should be fully aware of the existing transport issues at NorthWest and Westgate more broadly.
28. Stride has been engaging with NZTA specifically on the NWRT Project since September 2023. As above, in this engagement Stride has confirmed that it is supportive of the NWRT Project, however it has raised concerns about the impacts on NorthWest, including its expansion (which I address further below). In my direct engagement with NZTA on the project, it appears that NZTA and its advisors have not appreciated the impact of the potential land take on Stride's development plans, or the construction and operation effects on NorthWest and its tenants. There is a focus by NZTA on the needs of the project, without recognising the importance of the interplay between rapid transit and the operation and intensification of the Metropolitan Centre – which the busway and station are designed to serve.

29. Early in this engagement process Stride raised the option of the busway stopping at the Fred Taylor Drive intersection. This was dismissed on the basis of travel efficiency, and while I understand that it is important to have a dedicated bus route, the delay at only one intersection along that route, relative to the construction cost and disruption to the Metropolitan Centre, does not stack up. I understand that this option has not been considered as part of NZTA's options analysis.
30. It is critical that there is no land take from the Stride site. I address the consent held for the expansion of NorthWest further below – but note here that the proposed realignment of Gunton Drive, land take of the north-east corner of the site, and changes to the number and location of access and exits to the carpark means that Stride cannot proceed with the expansion as consented. I understand that there is no timeframe in the NoR for NZTA to confirm the design and land take (if any) required. Stride's development plans should not be held in limbo by NZTA. Stride requires certainty now that it can proceed with its Resource Consent and has written to NZTA to seek approval to undertake these works under s178(2) and s176(1)(b) of the Resource Management Act 1991. A copy of this request is **attached as Appendix B**. Stride is awaiting a response from NZTA.

*Adverse impacts on Stride's tenants*

31. It is important that the Panel also appreciates that the adverse effects on NorthWest also directly affects our approximately 125 tenants. It appears that our tenants have also been invited to provide comments directly as occupiers of NorthWest. I understand from the directions from the Panel that they should have been, but from my conversations with Woolworths and Farmers (major tenants) that they have not been contacted, and the on-site team have not heard any queries from the specialty tenants on this issue.
32. The tenants at NorthWest include large multinationals from small owner operators. Our major tenants are on long term leases, while some smaller tenants are on a month-by-month lease basis. If retail sales of a tenant are down by 30-40% for a period of only 3 – 4 months due to fixed overheads (rent, staff and merchandise) in my experience a lessee will seek rent relief, may not renew their lease, or exit their lease. The loss of tenants and empty stores can quickly have a snow-ball effect on a centre due to further reduced foot traffic. When a tenant moves to another location, it is likely that they will not come back.

33. In addition, under various lease arrangements, Stride has obligations to its tenants, including:
- (a) maintain specified carparking (including location);
  - (b) keep specified access routes, loading zones, truck turning areas and common-area circulation unobstructed and visible;
  - (c) retain sightlines to premises and signage;
  - (d) give advance notice of, consult on and minimise the impact of any substantial redevelopment;
  - (e) provision for a no development zone; and
  - (f) avoid granting easements or other dealings that would diminish amenity or adversely affect use, access, services or parking.
34. The NWRT Project and proposed land take seriously risks undermining Stride's ability to perform these contractual obligations, which would result in contractual remedies payable (including significant reductions in rent).

*Resource consent LUC60350368 – consented expansion*

35. Stride holds resource consent LUC60350368 authorising the expansion of the NorthWest Shopping Centre, granted on 4 May 2020 and with a lapse date of 4 May 2027 (**Resource Consent**).
36. Stride has made significant investment in master planning and obtaining the Resource Consent. It spent approximately \$500,000 to uplift the resource consent and estimates that it has spent a further \$250,000 giving effect to the resource consent since then through masterplan refinement, development management, and preleasing activities. Stride anticipates that a further \$485 million will be invested to deliver the Resource Consent.
37. This represents a significant investment and commitment by Stride to delivering the consented expansion as part of its long-term investment in the centre. It reflects the fact that this development is a logical expansion of the centre – utilising the development land and turning it to the north and east parts of the site – with office development, and additional retail and entertainment, including a central open-air food and beverage precinct.

38. The Resource Consent authorises:
- Three new office buildings, one of 11 storeys and two of six storeys, located in the northern corner of the site fronting Gunton and Tawhia Drive. The offices include lobby, cafes and end-of-trip facilities at the ground floor, and surrounded by open space with landscaping, paved areas and seating.
  - Food and beverage activities encompassing 1,440m<sup>2</sup> GFA outdoor (central to the site) and 400m<sup>2</sup> GFA indoor.
  - Additional retail of 16,800m<sup>2</sup> GFA, across both the ground floor and level 1, including a mini major tenancy at ground floor, and two major retail tenancies and specialty retail on level 1.
  - A new cinema complex of 4,250m<sup>2</sup> GFA to be located atop the proposed new multi-storey carpark.
  - A car showroom of 1,600m<sup>2</sup> GFA, to be located at the eastern corner of the site, fronting Fred Taylor Drive and Gunton Drive, featuring a double height glazed structure and office mezzanine with parking underneath.
39. The general ground layout and a 3D render are shown below, and additional plans of the proposed expansion included in **Appendix C**.



Fig 2. Ground layout of the proposed redevelopment

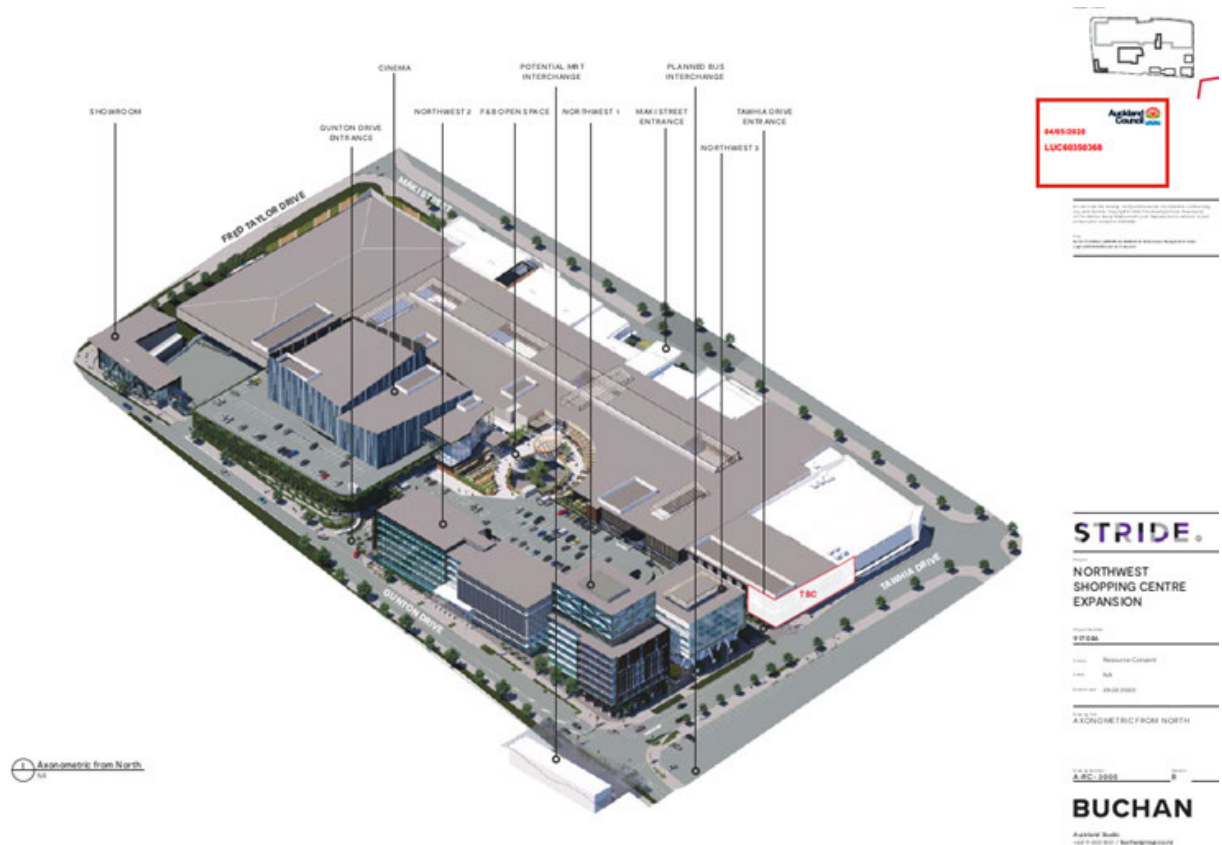


Fig 3. 3D Render of the Resource Consent and integration with the existing centre

40. The development will be supported with additional carpark and cycle parking provision, including replacement of the existing 1,237 carparks with 1,866 total carparks, and additional cycle parking spaces.
41. The existing carparking and internal vehicle circulation will be updated. Multi-storey carparking is proposed up to six levels, sleeved by other buildings on all sides to the surrounding streets, except for part adjoining Gunton Drive. A new internal street will connect Tawhia Drive to the centre of the site. The site's existing two vehicle crossings on Gunton Drive will be updated by retaining the central crossing and removing the northern crossing, introducing a new entry-only access near the Showroom, and an entry only access between Offices One and Two. These entry and exit points and changes to internal circulation are essential to ensure optimal operation of the centre.
42. Visual renders of the expansion are shown below, showing key amenity spaces and the flow between the built form:



1 Zone 1 - Perspective - Looking between NW1 & NW3  
Scale NA

Fig 4. Laneway between Office One and Office Three of the redeveloped NorthWest site



1 Zone 1 - Perspective - Corner of Gunton Drive and Tawhia Drive  
Scale NA

Fig 5. View of the redeveloped NorthWest site from Westgate Te Waiarohia station



1 Zone 3 - Perspective - From Gunton Drive Entry  
Scale NA

Fig 6. View of the redeveloped NorthWest site from the signalised Gunton Drive entrance with the carparking building to the left and Office Two on the right

43. The Showroom occupies the corner fronting Gunton Drive and Fred Taylor Drive, with underground parking and its own vehicle access. This part of the site is to be developed to take advantage of the prominent position on the corner of Fred Taylor and Gunton Drive. This is a high value site that will achieve optimal rental return.



1 Zone 4 - Perspective - Corner of Gunton Drive & Fred Taylor Drive  
Scale NA

Fig 7. New Showroom on the corner of Fred Taylor Drive and Gunton Drive with left turn vehicle access directly to the new carparking building



- access to the new carparking decks, the main signalised entry and exit, and the carefully designed vehicle circulation and pedestrian access to the centre.
46. Importantly, the Resource Consent enables vehicles to enter the main carparking decks from two entrance points from Gunton Drive, which in-turn allows for quick traffic dispersal up or down to different carparking levels. This is to avoid queues within the site and allows for traffic flow in and out. The access and ease of carparking is a critical decision for customers when deciding where to shop and the Resource Consent has been carefully designed to provide for this.
  47. The loss of the area adjacent to Gunton Drive for the carparking decks, and loss of the additional left turn entry, would condense the parking deck footprint affecting circulation and would require all vehicles to enter and exit via the signalised entry from Gunton Drive. A single-entry, reduced footprint and vertically circulating carpark will simply not work commercially for a retail centre of this scale. It will deter key tenants, who require efficient, convenient parking arrangements, as well as customers.
  48. As a further example, the reduced carparking deck footprint would materially reduce the number of carparks at the entrance to the proposed cinema. This is likely to make the proposed cinema unviable.

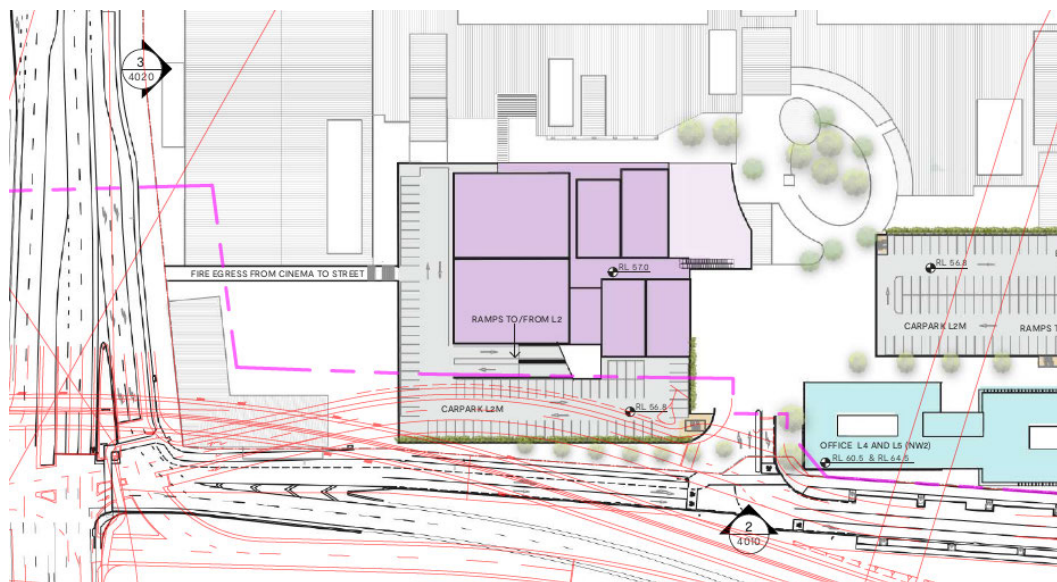


Fig 10. Proposed Cinema in purple with carparks affected by Designation boundary

49. Overall, it is anticipated that the inability to utilise all of Stride's site will render the expansion of the scale authorised by the Resource Consent commercially unviable. I

do not consider that the same or similar level of development can be achieved within the reduced available development site area (and shape). Any land take will severely impact the ability of the site to be developed in a manner and intensity consistent with its Metropolitan Centre zoning. This would be significant for Stride, given that several years and nearly \$1 million has been invested to date in this project, the redevelopment is expected to generate returns in excess of \$500 million, and it will stymie the development potential of the site.

## **ADVERSE EFFECTS OF THE NWRT PROJECT ON NORTHWEST**

50. For the reasons above, while the NWRT Project is supported in principle, Stride does not support any encroachment of NoR 2 on the NorthWest site.
51. Stride also requires certainty on how construction effects are going to avoid or mitigate adverse effects on the operation of NorthWest. As explained above, the implications and people affected from the inability for NorthWest to operate effectively is wide reaching.

### *Construction effects*

52. NZTA's application states that NoR 2 is estimated to take 3.5 – 4 years, and the cut and cover for the underpass at Fred Taylor Drive a 9-month earthworks period. Even if this is an overestimate, and construction takes 2 – 2.5 years and earthworks less than 9 months this is a significant time period for major road works that will cause disruption to the operation of NorthWest.
53. It is unclear how the existing level of service and access to the NorthWest for customers, tenants and servicing will be maintained during the construction period, particularly if Gunton Drive is to be closed. Gunton Drive provides the main access to the centre, and it is essential for Gunton Drive to remain open at all times.
54. As construction is anticipated to occur in 10 years' time, it is the anticipated traffic volumes from the level of development at NorthWest and in the Westgate Precinct more broadly at that time that need to be taken into account. As noted above, the transport network is already struggling to cope with the existing level of development.
55. As addressed by Mr McKenzie, the completion of Northside Drive will be critical to alleviate the pressure on the transport network during this construction period. NZTA should give priority to completing Northside Drive ahead of construction starting on

NoR 2 to avoid and mitigate the construction effects by providing another entry and exit to Westgate.

56. In my experience, the impacts during the construction period will cause changes in customer behaviour. The shopping experience is important for our customers. Stride provides a high amenity space where customers can shop, enjoy food and beverages, and be entertained. It has a social and community focus. This experience will be significantly affected by impaired access, construction hoardings, noise, dust and vibration.
57. Our customers have a choice, and they will travel further to shop at alternative centres if access is perceived to be too difficult or inconvenient, or the amenity levels are adversely affected.
58. Stride anticipates that a downfall in customers (and the subsequent reduction in tenant turnover) will lead to tenants terminating their leases or seeking reduced rents and shorter lease durations. There is also a significant risk of tenant default with resulting business failure. Smaller retailers, many of whom operate on short-term tenancies, may exit with limited notice, while larger tenants are likely to seek commercial concessions. These effects can materialise within as little as three months of declining turnover. Having seen the impact of similar large infrastructure projects on the retail sector, Stride is particularly concerned about the ability of its tenants to continue to operate. There is also a real risk that once tenants vacate NorthWest, that they do not return.
59. As I have addressed above, a down-turn in foot traffic and sales, and inevitable closure of stores, will have a material adverse effect on our tenants, their employees, our contractors, Stride's investors, and the community we serve.
60. Construction activities can also materially impact servicing requirements for NorthWest. The daily servicing needs include approximately five Woolworths delivery trucks per day, 10 to 15 Woolworths online shopping order vehicles per day, daily waste and recycling collections, approximately 1.5 daily truck deliveries to Farmers, approximately eight smaller delivery vehicles accessing the food court loading area, an average of two trucks per day servicing specialty retail stores (noting that specialty retail stock is also frequently delivered in unmarked vans throughout the day, meaning the actual number of movements is considerably higher) and numerous maintenance and operational vehicles for the shopping centre (including contractors, cesspit trucks, fire and emergency services, and ambulance access).

61. Any restriction or loss of access to loading areas, service routes, or refuse collection areas during the construction period would have a direct operational impact on our tenants, and the centre's ability to operate. As addressed above, it will also cause Stride to breach its lease requirements with its tenants.
62. The busiest trading time of the year is from 1 November to 7 February the following year. It is critical to the operation of the centre that this period is avoided for any activities that will impact the traffic network. There are also other peak retailing periods throughout the year including school holidays, Mothers Day, Easter etc. It is important that Stride has the ability to engage with and provide feedback to NZTA's proposed construction programme to avoid these peak times.
63. If customers change their shopping habits for an extended period of time or tenants decide to relocate elsewhere, it can be difficult for this to change, and it can have long term operational and economic impacts on NorthWest. The construction related effects on NorthWest have not been identified and assessed by NZTA.

*Operational effects*

64. NZTA's application has provided no assessment on the operational effect on NorthWest, including on the Resource Consent. As I have explained above the proposed land take will mean that Stride cannot implement the Resource Consent, and it will materially impact the ability to expand the centre.
65. The proposed realignment of Gunton Drive only provides one entry and exit to NorthWest from Gunton Drive. As I have explained above, this is not feasible for the operation of the centre.
66. I also understand that NZTA's preferred alignment, Option 7, is indicative and that NZTA is seeking flexibility to make changes to the alignment within the confirmed designation boundaries. In particular, I understand that Option 13 would involve a bridge over the Fred Taylor Drive intersection. I am very concerned of the visual effects of a bridge on the NorthWest Shopping Centre, including our Showroom, office development and outdoor entertainment area that is orientated towards Gunton Drive. Stride has invested significant funds to create a high amenity environment at NorthWest. As I have addressed above, this amenity is important to our customers and our tenants, and for the role of the centre as the 'heart' of the Westgate Precinct.

67. I consider that there are significant operational effects on Stride and NorthWest that have not been identified and assessed by NZTA.

### **SOLUTION TO AVOID AND MITIGATE ADVERSE EFFECTS ON NORTHWEST**

68. As Stride and NorthWest are significantly adversely affected by the NWRT Project we engaged Mr McKenzie to provide traffic advice, and Mr Rankin to provide engineering advice on NZTA's options.
69. Mr Rankin and Mr McKenzie have worked together to review in detail a number of the options identified by NZTA. Mr Rankin explains in his statement that Option 3, which will run the Busway alongside SH18 and between the Fred Taylor / Hobsonville Road intersection and the existing bridge abutment, is a much preferable outcome on the basis of all critical success factors – optimise use of existing assets, technically feasible, value for money, and property.
70. Importantly, Option 3 means that no Stride land is required, and Gunton Drive remains unaffected during the construction period, and there is less disruption to the SH16 off ramp / Fred Taylor Drive intersection. It is also noted that Option 3 would significantly also reduce the impact and land take required from the adjacent Westgate Shopping Centre owned by NZRPG.
71. It is clear to me that on reviewing Mr Rankin's analysis that NZTA had no appreciation of the significant adverse effects on NorthWest from the proposed land take. It appears that they saw our landscape area as 'not needed' instead of our key development land.
72. At this critical location it is essential that the work be done now to have certainty on the alignment so that the adverse effects can be appropriately identified and assessed.

### **PROPOSED CONDITIONS**

73. The conditions proposed by NZTA provide no certainty on how NorthWest will be able to continue to operate during the construction period and how significant adverse effects on the regionally significant centre are to be managed.
74. Even with the removal of NoR 2 from the NorthWest site, a number of conditions are required to ensure that Stride's development can proceed in a way that is integrated

with the project, and that adverse effects on NorthWest during construction and operation of the project are avoided or mitigated.

75. It is considered that the following conditions are necessary to mitigate effects on NorthWest, as supported by Mr McKenzie and addressed in the legal statement on behalf of Stride:
- (a) Northside Drive and motorway on and off ramps need to be constructed and operational before any works occurring within NoR 2;
  - (b) There must be an ability for Stride to engage with NZTA to have certainty on how the proposed works will integrate with our development plans;
  - (c) Stride and its technical advisors must have sufficient time to review and input into management plans;
  - (d) There needs to be a key stakeholder engagement plan, and specific traffic and construction management plans for both the Westgate Precinct and NorthWest;
  - (e) There needs to be a NorthWest Construction Noise and Vibration management plan;
  - (f) It is important that the NWRT Project does not result in any increase in stormwater runoff or increase the risk of flooding on the Stride site;
  - (g) It is also critical that the same number of entry and exit lanes, turning movements and intersection controls between Gunton Drive and NorthWest are maintained (as a minimum), and the additional left turn in entry from Gunton Drive as provided for in the Resource Consent is provided for.

## **RELIEF SOUGHT**

76. Stride seeks the following relief by the Panel:
- (a) Decline NoR 2 as the adverse effects on NorthWest and the Westgate Precinct have not been sufficiently assessed, including assessment of Options to avoid land take from Stride's site;

- (b) Approval of NoR 2 only if Option 3 is confirmed as the alignment and the boundary of NoR 2 is amended to exclude any encroachment on the NorthWest site and Gunton Drive; and
- (c) Conditions imposed on NoR 2 as addressed above and as set out in the legal statement and traffic evidence for Stride.

**DATED** this 26th day of May 2026



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**Roy Michael Stansfield**

## **Appendix A: Social media posts on traffic congestion at Westgate**



Costco NZ Westgate Community



Traffic heading into northwest at 10 am Sunday 16 October. Good luck those who going now. 😊  
we're going to Kumeu market 😊



👍🤔🙄 108

32 comments 2 shares

👍 Like

💬 Comment

➦ Share

## Anonymous participant's Post



Anonymous participant

March 30, 2024 · 🌐



Just an FYI traffic all around Costco and Northwest is absolutely stuffed right now.

👍 😂 🤔 35

39 comments



Like



Comment



Share

All comments ▾



[Redacted]

Avoid if you can, even the mall car park is impossible to navigate.

1y Like Reply Share



View 1 reply



[Redacted]

Yup. Stuck in the same traffic now, just on the off ramp. Is the traffic due to the masses making their way to Costco? If so, it will be an absolute nightmare finding a car park and in store 😞

1y Like Reply Share Edited



View all 3 replies



[Redacted]

Group expert ★ Rising contributor

Yip...we live here now.. we have popcorners so ok...

1y Like Reply Share



[Redacted]

Top contributor

And the road works on Fred Taylor is detouring traffic down Northside and past Costco. Absolutely avoid!!

1y Like Reply Share



[Redacted]

Oh my gosh going to Costco today would have to be the worst thing to do in the world!

1y Like Reply Share



[Redacted]

Probably the queue for those chickens.



Comment as [Redacted]

██████████'s Post



View 1 reply

██████████  
It's the traffic light system all around Northwest/Costco slow reacting and not letting many cars going through in any direction which is causing a bottle neck everywhere else. Northwest countdown car park is at a standstill.  
2y Like Reply Share 8 👍 😮

██████████  
**Rgn Mnn**  
2y Like Reply Share

██████████  
20 minutes of driving around the carpark to find a spot  
2y Like Reply Share 👍

██████████  
Get off at Royal Rd it will be heaps quicker  
2y Like Reply Share 👍

██████████  
How's the traffic by now?  
Hope all goes well with all of you  
2y Like Reply Share

██████████  
Definitely caused by Costco is like that every day since Costco opened, not before. Kind of annoying if you need to go to north west for anything else.  
2y Like Reply Share 2 👍

██████████  
The round about is closed so traffic is chaotic..  
2y Like Reply Share

██████████  
People will be coming back from school holidays also the whole of auckland is packed  
2y Like Reply Share

██████████  
Are the bargains really worth all this frustration?  
2y Like Reply Share Edited

Comment as ██████████  
👤 😊 📷 GIF 🗨️ ➔

# Facebook - Hobsonville Point Community Page

**Anonymous participant**  
30 March 2024 · 🌐

Just an FYI traffic all around Costco and Northwest is absolutely stuffed right now.

👍👎🗨️ 35 39 comments

Like Comment Share

All comments ▾

██████████  
Avoid if you can, even the mall car park is impossible to navigate.

1y Like Reply Share

██████████  
19 November 2022 · 🌐

Something seriously needs to be done about the traffic around Northwest

👍👎🗨️ 63 31 comments

Like Comment Send

██████████  
It's nuts! I prefer to cycle in rain even as bad as Thursdays than attempt to go anywhere in a car around here!

2y Like Reply

██████████  
Was stuck in the NW car park in a complete stand still for a hour just to merge in to the main road. It was horrible 😞

2y Like Reply

**Costco Wholesale New Zealand**  
27 September 2022 · 🌐

To make sure everything moves smoothly on opening day, we've planned a simple temporary traffic system. Traffic will flow one-way for entry via Gunton drive, where you will also find access to overflow parking. When it's time to leave, there'll be a one-way exit via Kakano Road or Northside Drive. Follow the map below for a safe and convenient trip on our grand opening day!  
[http://www.costco.co.nz/futm\\_source=social...](http://www.costco.co.nz/futm_source=social...)

👍👎🗨️ 23 36 comments

Like Comment Send

fewest ▾

██████████  
Maybe Costco opening will finally force the dogs breakfast of roads in Westgate to get sorted out.

2y Like Reply

██████████  
agree, whoever planned the roads around the North West shopping area should be taken out and tied to the set of lights by Costco. Then they will see their stupid design and their stupid orange pegs stopping people moving between Westgate and North West.

2y Like Reply

██████████  
yes the Maki St shared space is a disaster for both pedestrians and people in cars. Close it off to traffic and route all cars elsewhere I reckon.

2y Like Reply

██████████ Top contributor  
Whole roading system is so disjointed it doesn't flow on a good day.. I'm not going closer than 5km to that mess.. Feeling sorry for all the other businesses in the area already

2y Like Reply 17

██████████  
so true - it's like a child designed the road flow up there (honestly a child probably could have done 100% better!!!)

2y Like Reply

██████████  
27 August 2024 · 🌐

I recommend you plan for an influx of increased traffic in and around the Westgate area, including feeder roads.

Opening Thursday!



NZHERALD.CO.NZ  
**'NZ's biggest Asian supermarket' opening at Westgate**  
New store is near the giant American-owned Costco Wholesale on Gunton Dr.

👍👎🗨️ 85 38 comments

██████████  
Another reason not to shop local ... far easier to go to Albany or West, which is really sad.

1y Like Reply 2

██████████ Moderator Top contributor  
I am also tending to go Albany for weekend shopping. Westgate roading layout feels something a non driver would come up with.

1y Like Reply Edited 2

██████████  
its disappointing 😞

1y Like Reply

██████████ Rising contributor  
Perhaps there are more layers of gridlock that we haven't seen yet - will be fun to find out

1y Like Reply 2

██████████ Rising contributor  
Cluster...

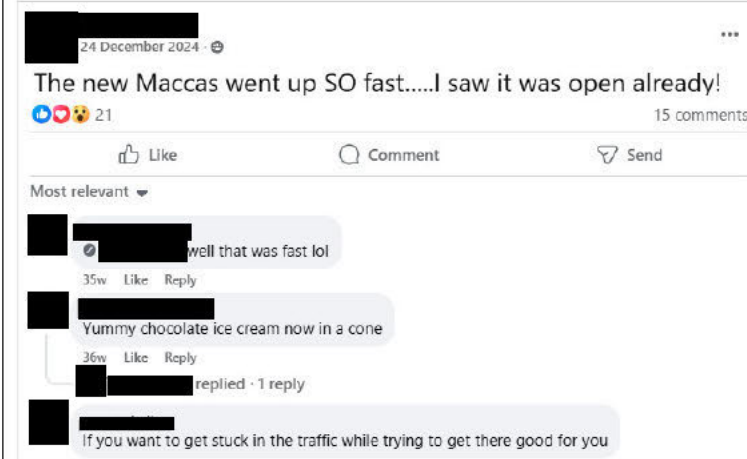
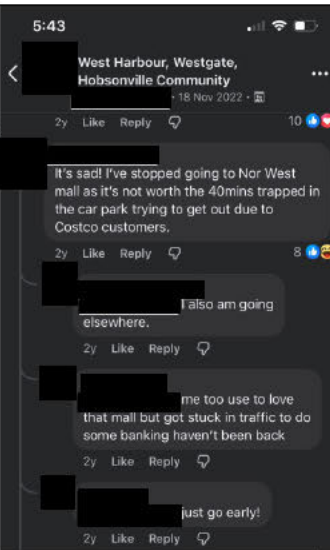
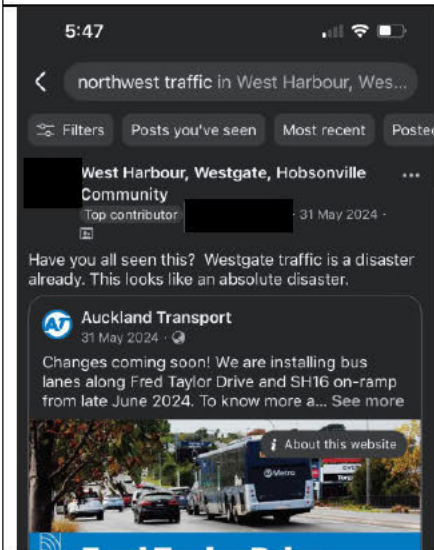
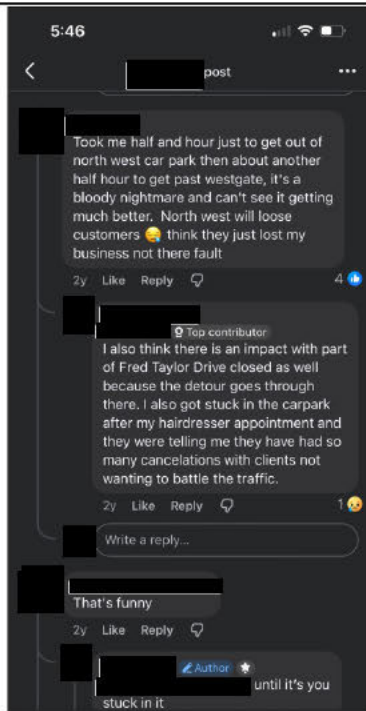
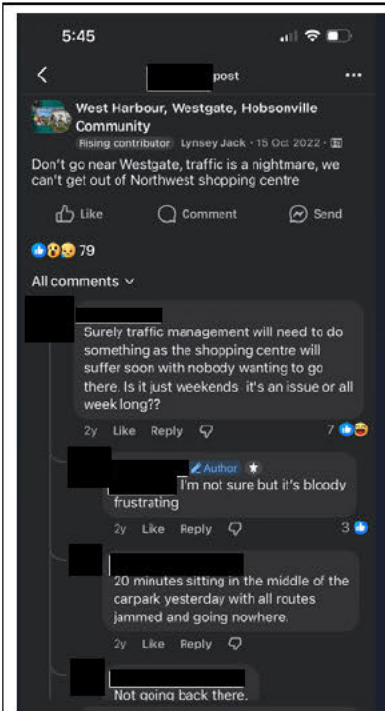
1y Like Reply 10

██████████ All-star contributor  
agree!

1y Like Reply

██████████ Rising contributor  
It's already that. Now it will be much much worse!

# Facebook – West Harbour, Westgate, Hobsonville Community Page



**Appendix B: Letter to NZTA seeking approval under s178(2) and s176(1)(b) of the RMA**

25 May 2026

By Email: [REDACTED]

**Attention: Daniel McCabe**

New Zealand Transport Agency Waka Kotahi  
Private Bag 106602  
Auckland City  
Auckland 1143

**Request for written consent from NZTA to do works within a notice of requirement and designation under s178(2) and s176(1)(b) of the RMA**

**1. Context**

- 1.1 As you are aware, I am the General Manager – Shopping Centres for Stride Property Group (**Stride**). Stride Holdings Limited is the owner and operator of the NorthWest Shopping Centre (Section 32, 36, 46 SO 430649 and Section 2 SO 470220) (**Site**) and NorthWest Two (on the opposite side of Maki Street) (Lot 1-4 DP 586217).
- 1.2 On 28 April 2026, Stride was invited to comment as an affected and adjacent party on New Zealand Transport Agency Waka Kotahi's (**NZTA's**) application under the Fast-track Approvals Act 2024 for the North West Rapid Transit Project (**NWRT Project and NZTA's Application**).
- 1.3 The notice of requirement 2 for the NWRT Project, the busway between Westgate Te Waiarohia station and south of Royal Road Mānutewha (**NoR 2**), extends over an area of approximately 5,043m<sup>2</sup> of the eastern corner of the NorthWest Shopping Centre site (**NoR Area**). It is understood that the NoR Area is required for NZTA's current preferred option for the busway alignment, and specifically to provide for the realignment of Gunton Drive.
- 1.4 On 4 May 2020, Stride was granted resource consent LUC60350368 authorising the expansion of the Northwest Shopping Centre (**Resource Consent**). A copy of the Resource Consent is **enclosed**. The Resource Consent enables:
  - (a) three office buildings (one 11-storey and two six-storey buildings);
  - (b) additional retail capacity of approximately 16,800 m<sup>2</sup> GFA across ground floor and level 1, including a mini-major tenancy at ground floor, and two major retail tenancies and speciality retail on level 1;
  - (c) food and beverage space of approximately 1,440 m<sup>2</sup> GFA outdoor and 400 m<sup>2</sup> GFA indoor;
  - (d) a cinema complex of 4,250 m<sup>2</sup> GFA;
  - (e) a car showroom of 1,600 m<sup>2</sup> GFA (on the corner of Gunton Drive and Fred Taylor Drive); and
  - (f) six storey multi deck carpark.
- 1.5 Stride has spent in excess of \$500,000 to obtain the Resource Consent, and has invested at least a further \$250,000 to date since the consent was granted on detailed design and pre-leasing actions. These pre-construction actions and investment are ongoing.

- 1.6 The NoR Area directly affects that part of the Site that is to be developed for the car showroom, single left turn access from Gunton Drive to level 1 of the carpark deck, the carpark decks (at ground, ground mezzanine, level 1, level 1 mezzanine, level 2, level 2 mezzanine, the main entry and exit to the Site from Gunton Drive, and part of the office tower.
- 1.7 The NoR Area also directly affects the ability to proceed with those parts of the Resource Consent outside the NoR Area. The impacts to the showroom, site access, and carparking decks would require a complete review of the Resource Consent. Consideration has been given to the impact of losing area for the carparking decks, and the second access from Gunton Drive, and it would not be feasible to deliver the same or similar level of development authorised by the Resource Consent. For example, the footprint and design of access to the carparking decks is essential for the number of spaces, circulation, and flow to the retail, cinema, and food and beverage precinct. Increasing the number of the carparking decks to provide equivalent carparking would impact the cinema and pedestrian access to the centre.
- 1.8 The loss of the NoR Area will significantly and materially limit the development potential of the Site.
- 1.9 I appreciate that NZTA is aware of the Resource Consent as it was given notice of the consent at our initial meeting in April 2025. I also note that NZTA is aware of the significant implications of the NoR Area on the Resource Consent, as explained in detail to you at our meetings to discuss the NWRT Project, including on 23 September and 25 November 2025, and 18 February, 1 April and 28 April this year. In particular, we took you through the Resource Consent plans, investment made to date, explained that the expansion is expected to generate returns in excess of \$500 million, and that the proposed land take will stymie the Resource Consent and development potential of the Site.
- 1.10 It is understood that NZTA is seeking a 25 year lapse date for the NWRT Project, and that the indicative timeframe for the construction of NoR 2 is 2033 - 2036.
- 1.11 It is untenable for Stride to put its authorised development plans on hold for an indefinite period while NZTA confirms whether it will proceed with the NWRT Project, and if it does, if it will require any of the NoR Area.

**2. Written approval is sought under s178(2) and s176(1)(b) of the RMA**

- 2.1 Stride seeks written approval from the NZTA to proceed with all development works authorised by the Resource Consent within the NoR Area under sections 178(2) and 176(1)(b) of the RMA.
- 2.2 Stride remains committed to a constructive and solutions-focused approach to work collaboratively with NZTA to enable both the NWRT Project and the continued development of the NorthWest Shopping Centre. However, Stride needs certainty now that it can proceed with the Resource Consent.
- 2.3 It would be appreciated if NZTA can provide its response as soon as possible. Timely confirmation will assist Stride in progressing investment, tenant engagement, and development decisions with confidence.
- 2.4 We look forward to your response.

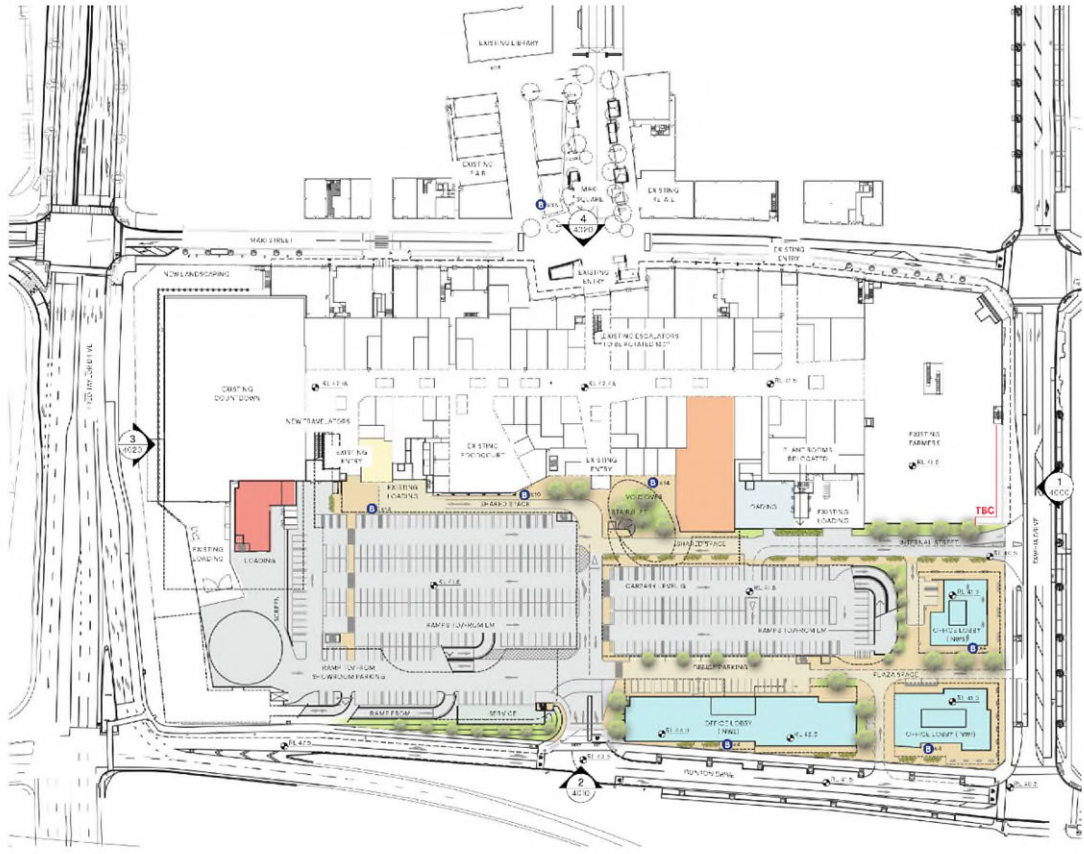
Yours faithfully



**Roy Stansfield**  
General Manager Shopping Centres  
Stride Property Group



## **Appendix C: Approved plans of consented expansion**



04/05/2020  
 LUC60350368

Project Name: NORTHWEST SHOPPING CENTRE EXPANSION  
 Project Number: 97056

- Legend**
- Speciality
  - Major Tenant
  - Mini-Major Tenant
  - Food & Beverage
  - Commercial
  - Food/Beverage
  - Parking
  - Pedestrian Path
  - Shared Zone
  - Closure
  - Site Specific (e.g. No.)

**STRIDE.**

Project:  
**NORTHWEST SHOPPING CENTRE EXPANSION**

Project Number:  
 97056

Date:  
 15/04/2020

File Path:  
 97056\_001

Project Code:  
 A-RC-2010

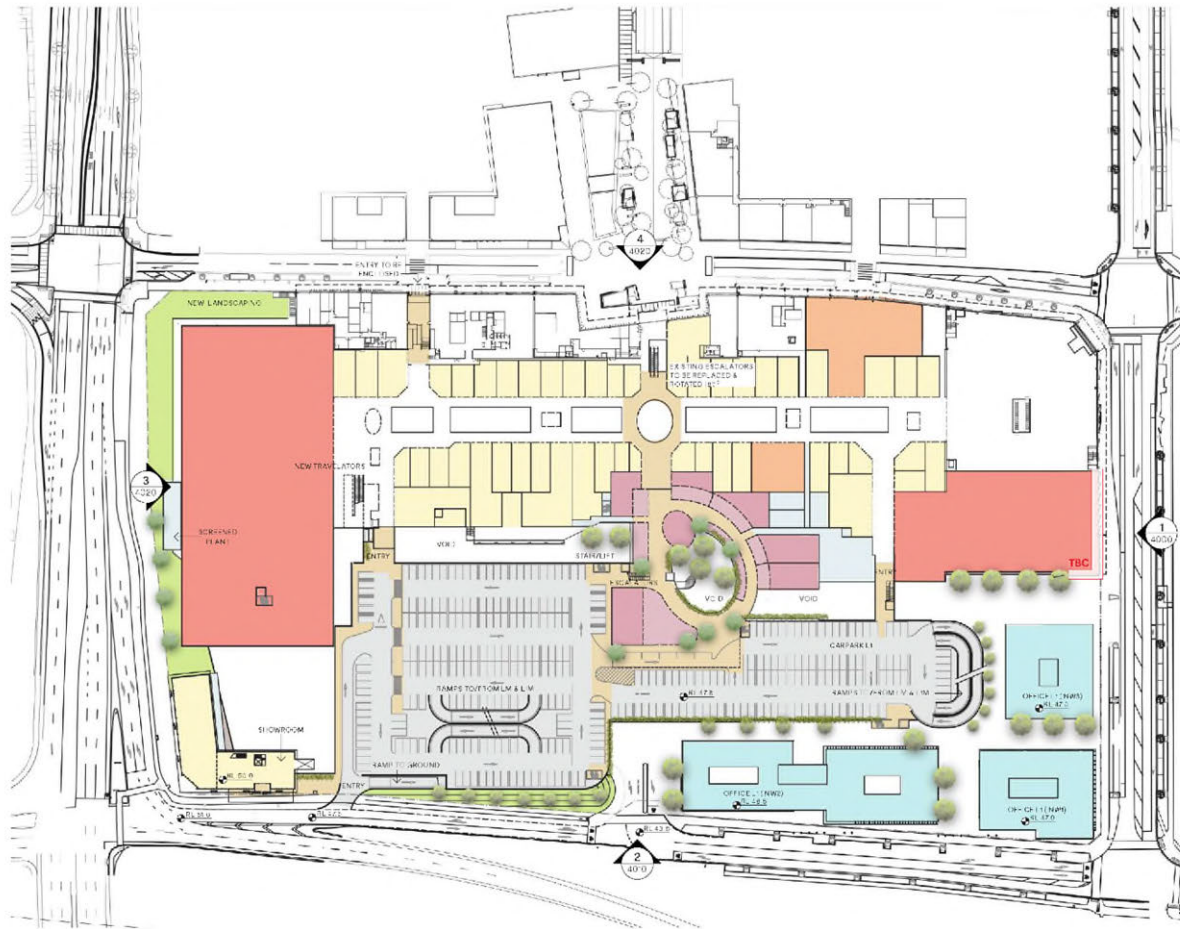
Sheet:  
 B

**BUCHAN**

Architect Studio  
 +64 9 307 4057 / buchanarchitects.co.nz

Figure 1: Proposed plan - ground





04/05/2020  
LUC60350368

04/05/2020  
LUC60350368

- Legend**
- Speciality
  - Major Tenant
  - Mid Major Tenant
  - Food & Beverage
  - Commercial
  - Loading/Service
  - Parking
  - Pedestrian Path
  - Shared Zone
  - Cinema
  - Open Spaces (x Hs)

**STRIDE.**

Project:  
**NORTHWEST SHOPPING CENTRE EXPANSION**

Reference:  
917086

Scale: 1:1000 @ F3

Date: 06/02/2020

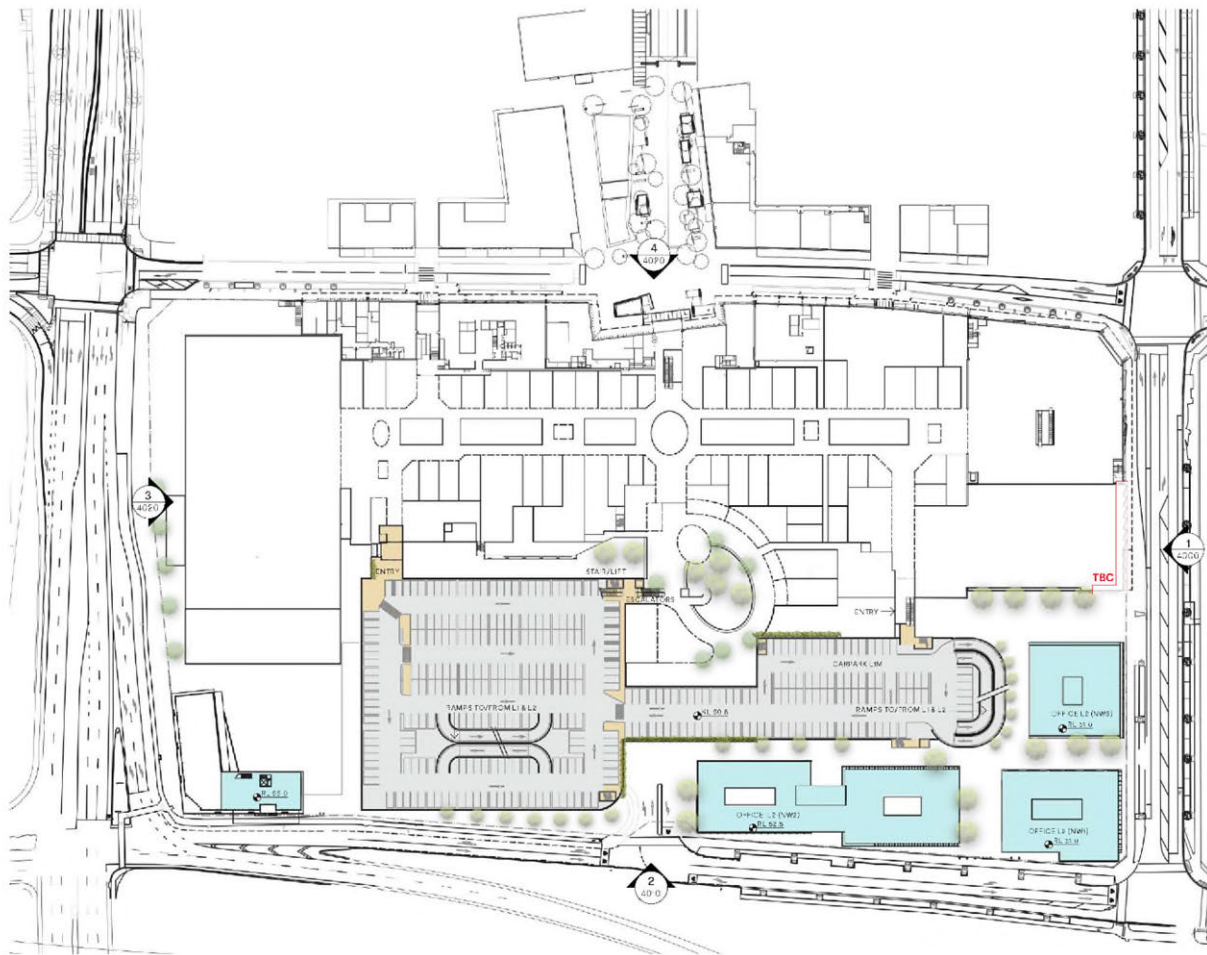
Project:  
**PROPOSED PLAN LEVEL 1**

Project:  
A-RC-2040

**BUCHAN**

Auckland Studio  
+64 9 312 1421 | buchan@group.co.nz

Figure 3: Proposed plan - Level 1



04/05/2020  
LUC60350368

The information shown on this plan is for information only and does not constitute an offer of any financial product. It is not intended to be used as a basis for investment decisions. The information is provided for general information only and does not constitute an offer of any financial product.

**Legend**

- Speciality
- Major Tenant
- Mini-Major Tenant
- Food & Beverage
- Commercial
- Loading/Service
- Parking
- Pedestrian Path
- Island Zone
- Climate
- Ⓧ Blue Spaces (e No.)

**STRIDE.**

**Project**  
**NORTHWEST SHOPPING CENTRE EXPANSION**

Project Name: 917086

Date: 04/05/2020  
Scale: 1:1250 @ A3  
Client: STRIDE

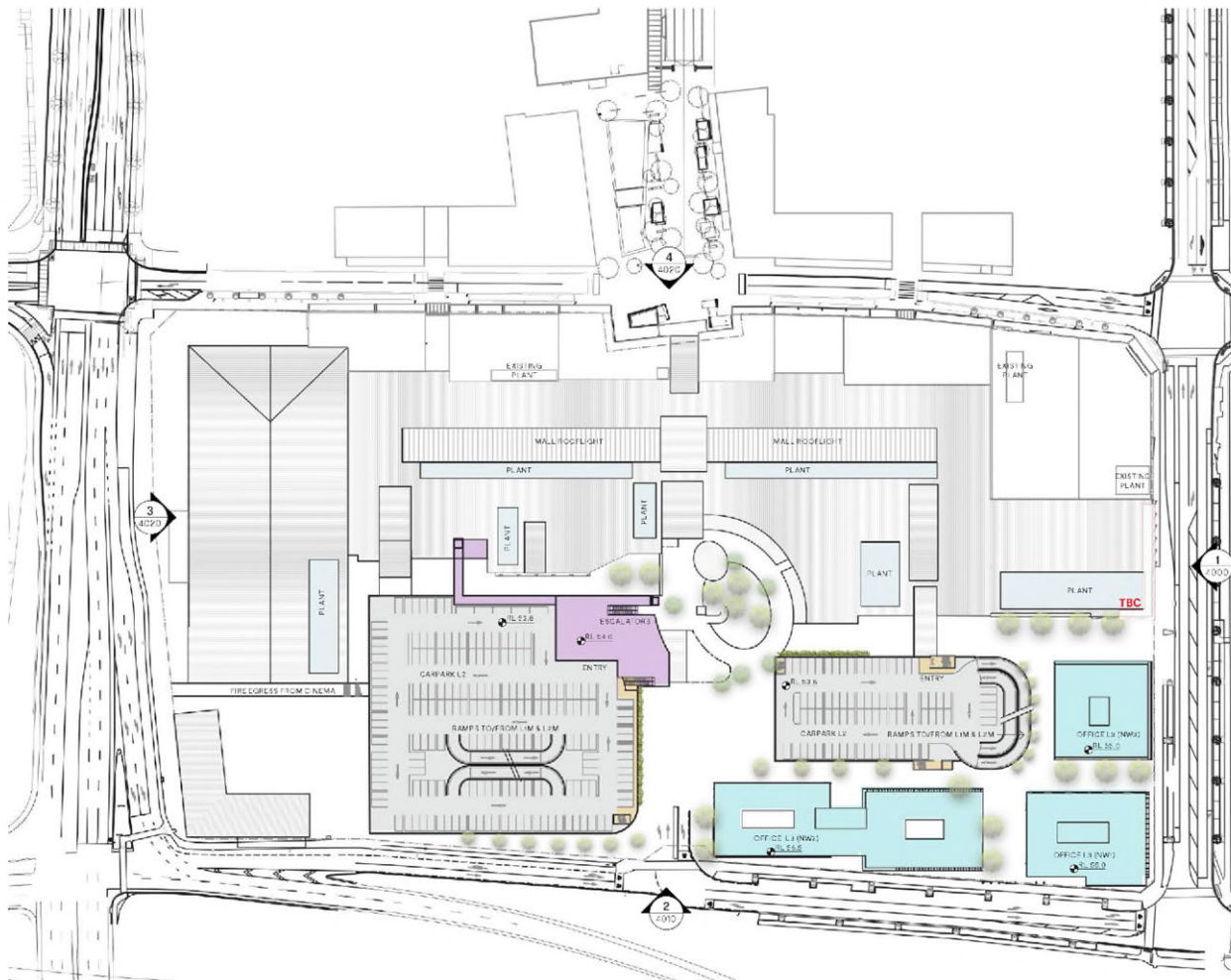
**PROPOSED PLAN - LEVEL 1 MEZZANINE**

Project No: A-RC-2050  
Revision: B

**BUCHAN**

Auckland Studio  
101-1013 KEO / buchangroup.co.nz

Figure 4: Proposed plan - Level 1 mezzanine



04/05/2020  
 Auckland Council  
 LUC60350368

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- Legend**
- Speciality
  - Major Tenant
  - Mini Major Tenant
  - Food & Beverage
  - Commercial
  - Loading/Service
  - Parking
  - Pedestrian Path
  - Shared Zone
  - Cinema
  - Bike Spaces (x No.)

**STRIDE.**

Project  
**NORTHWEST SHOPPING CENTRE EXPANSION**

Project No  
 917086

Phase  
 Raster/Construction

Scale  
 1:100 @ A3

Date Issued  
 28.02.2020

Project Title  
**PROPOSED PLAN LEVEL 2 (MALL ROOF PLAN)**

Drawn by  
 A-RC-2060

Checked by  
 B

**BUCHAN**

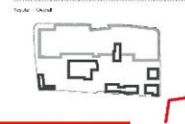
Auckland Studio  
 01 9 303 1100 / buechan@aucklandstudio.co.nz

Figure 5: Proposed plan - Level 2





1 Axonometric from North  
NA



04/05/2020  
LUC60350368

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# STRIDE.

Project  
**NORTHWEST SHOPPING CENTRE EXPANSION**

Project Number  
**977065**

Client  
Kiwitanga Group Limited

City  
Auckland

Site Number  
78, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300

Drawing Title  
**AXONOMETRIC FROM NORTH**

Drawing No. 04  
**A-RC-3000**

Sheet No.  
**B**

# BUCHANAN

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Figure 7: Axonometric view from the north

**Appendix D: Approved plans of consented expansion with approximate designation overlays**







Figure 3: Proposed plan - Level 1 (with designation overlay)

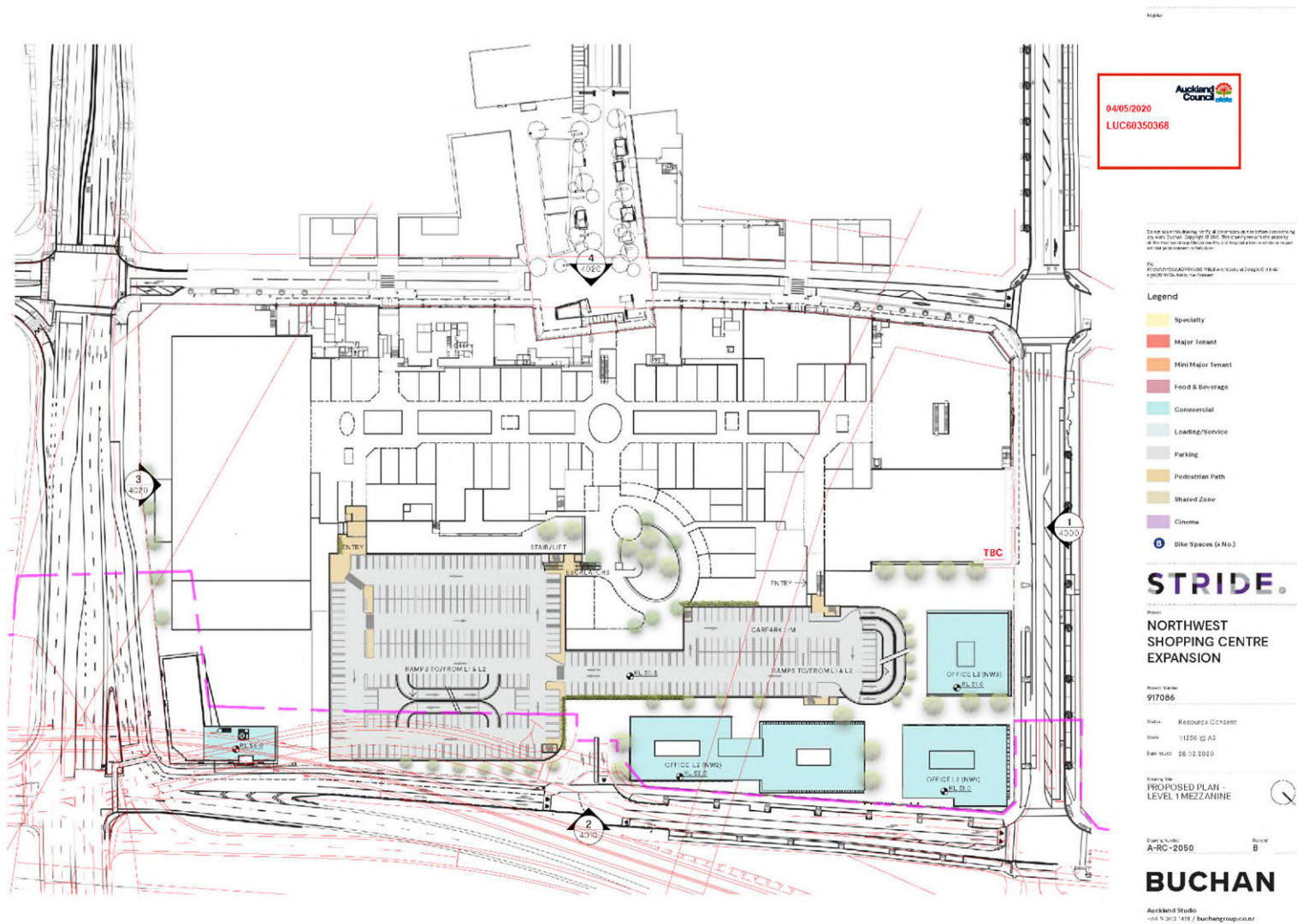


Figure 4: Proposed plan - Level 1 mezzanine (with designation overlay)

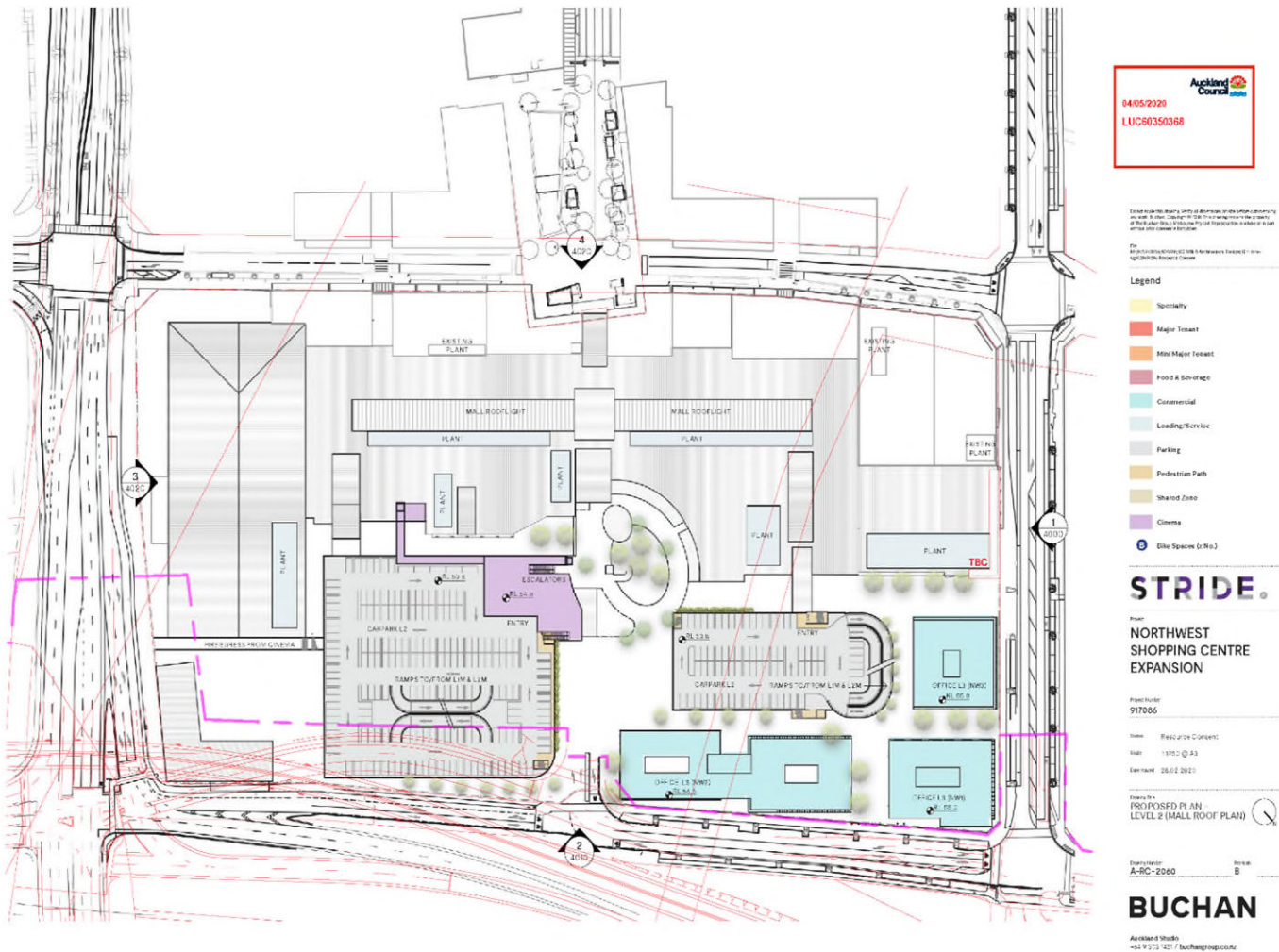


Figure 5: Proposed plan - Level 2 (with designation overlay)

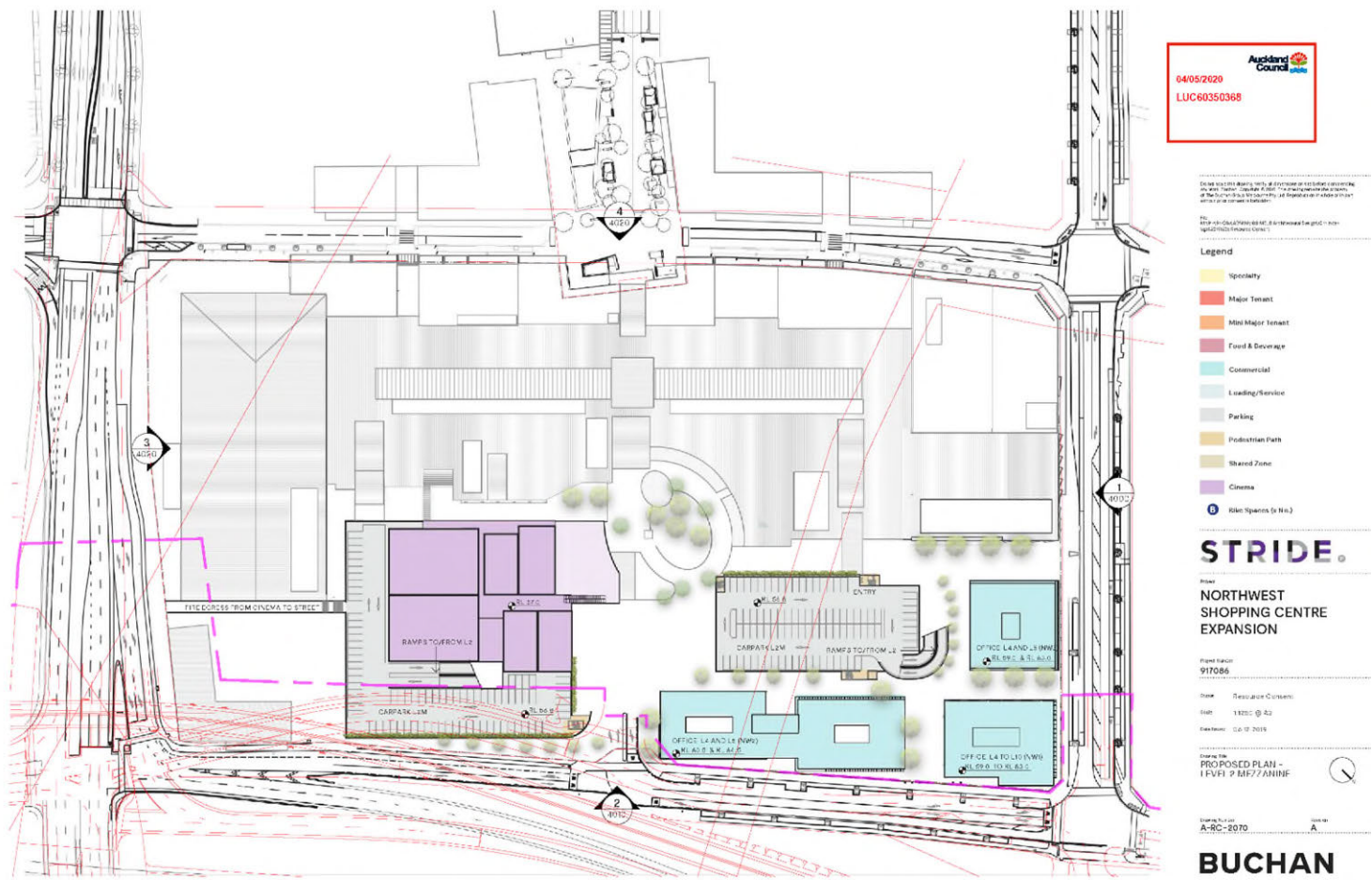


Figure 6: Proposed plan - Level 2 mezzanine (with designation overlay)