

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**).

Traffic Statement by Don McKenzie on behalf of Stride Holdings
Limited in relation to the NWRT Project by NZTA

Dated : 26 May 2026

MAY IT PLEASE THE PANEL

INTRODUCTION

1. My full name is Donald John McKenzie.
2. I am the Director of Don McKenzie Consulting Ltd – a sole practise traffic engineering and transportation services consultancy.
3. I was awarded a Bachelors Degree in Civil Engineering with Honours from the University of Canterbury in 1991. I am a Chartered Professional Engineer in New Zealand, an International Professional Engineer, Fellow and Chartered Member of Engineering New Zealand, and a Fellow and Professional Member of the Institute of Transportation Engineers (ITE), USA. I also served as the Global District Director on the International Board of Direction for ITE between 2015 and 2020.
4. Over the past more than 30 years of professional experience across New Zealand, I have practiced as a traffic engineering and transportation planning specialist providing transportation consulting and expert witness services to a wide variety of clients across the country within the private sector, local government and central government agencies.
5. I have been involved in the assessment of, and expert evidence presentations associated with, numerous supermarkets, retail developments, residential and mixed-use developments, Plan Changes and Designations/Notices of Requirement throughout metropolitan Auckland and across New Zealand. Some of the key recent development and Designation/Notices of Requirement processes with which I have been involved include:
 - (a) While employed by Traffic Design Group (“**TDG**”) and Stantec, between 2006 and 2023 I assisted New Zealand Retail Property Group (“**NZRPG**”) in the preparation of various transport assessments including the provision of expert evidence for the initial Comprehensive Development Plans, resource consents for component developments, Environment Court appeals and a Judicial Review associated with the establishment and consenting of activities within Massey North Town Centre;

- (b) As part of the range of assessments undertaken above and working with the framework of the Comprehensive Development Plan, I managed and oversaw the Integrated Transport Assessment (“ITA”) for Precinct A of the Massey North Town Centre that established the basis for what would become the NorthWest Centre;
 - (c) In 2019 while employed by Stantec, I oversaw the preparation of a transportation assessment for the NorthWest Shopping Centre Expansion;
 - (d) Provision of specialist technical expert services to Auckland Council in its planning function in respect of previous stages (including Environment Court appeals) of the Auckland Transport Eastern Busway project (Notice of Requirement for Stages EB1 and EB2 of the Busway);
 - (e) During 2023/2024 I provided technical transportation and expert evidence inputs to a number of retail and landowner entities within the Manukau Supa Centre and at Woolworths Manukau as part of the Airport to Botany Busway project, and
 - (f) During 2015-2016 I provided specialist transportation engineering/planning inputs including expert evidence prepared on behalf of AMP Capital and related entities in respect of the Manukau Supa Centa site during the Auckland Unitary Plan hearings process.
6. On the basis of this extensive experience with both Designation/Notice of Requirement processes and the development and operation of retail/shopping centres, I can provide both specific and general knowledge in relation to the NWRT Notice of Requirement.
7. I am making this statement in support of comments made by Stride Holdings Limited (“**Stride**”) to the expert panel for the NWRT Project. 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**”).
8. Stride has asked me to comment on the NWRT Project from a traffic perspective. In doing so, I have reviewed the substantive application lodged by NZTA under the Act. Alongside other representatives of Stride, I have

attended several meetings during early 2026 with NZTA personnel and consultants discussing various aspects of the project including the background multi-criteria analysis process undertaken by NZTA to identify its preferred alignment within the NWRT designation corridor.

9. I have also worked alongside Chester Consultants who have assisted Stride with the civil engineering and geometric design evaluation of alternative alignment options. I will be referring to several of the Chester drawings and evaluations in my statement.

EXECUTIVE SUMMARY

10. I have been asked by Stride to assist with the provision of comments from a transportation perspective to the Expert Panel considering an application under the FTAA for the NWRT Project. I have reviewed the substantive application lodged by NZTA under the FTAA, including a background MCA process used by NZTA to identify its preferred alignment as well as the Assessment of Transportation Effects (“**ATE**”) prepared by Mott McDonald Consultants on behalf of NZTA which supported the Fast Track application.
11. I have worked alongside Chester Consultants (who have assisted Stride with the civil engineering and geometric design aspects) and will discuss the transportation and operational elements of an alternative design that I consider will deliver the Project Objectives in a manner that will also minimise the disruption to Stride’s and the NorthWest Shopping Centre’s operations in both the short- and long-term.
12. From a network planning point of view, the NorthWest Centre and the Westgate Precinct is heavily reliant on an effective and efficient road network. This road network is already compromised compared to the planned network with key components either missing or not completed, and peak period congestion frequently occurs that will only get worse as the precinct continues to develop. In respect of the NorthWest Centre specifically, the maintenance of the Gunton Drive link between Fred Taylor Drive and Tawhia Drive is critical and the conditions supporting the NWRT Notice of Requirement (“**NoR**”) need to reflect this importance.
13. The proposed construction details and timing presented in the NZTA application including in the ATE are both broad and generic, relying on a

“management approach” but without the necessary detail and specificity required to landowners and operators such as Stride, of what is being applied for and what will be delivered in 10 or more years’ time. Given the nature of the potential interruption of the NorthWest Centre activity and the Metropolitan Centre zoning applied to Westgate, I consider that insufficient recognition has been given to the importance of maintaining access to Northwest Centre and the wider Westgate Centre, nor to the quantification or nature of the adverse effects on the operation of the NorthWest Centre during construction.

14. I have worked with Stride and its advisers to identify and test an alternative alignment for the busway that would avoid the Stride land, while achieving the project outcomes for the NWRT busway. I discuss a range of recommended conditions to support the designation should the Expert Panel decide to confirm the NoR, that in my opinion would be necessary to manage both temporary and long-term effects of the Project.

CODE OF CONDUCT

15. I confirm that I have read the Code of Conduct for Expert Witnesses 2023 contained in the Environment Court Practice Note and that I agree to comply with it. I also confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

SCOPE AND STRUCTURE OF THIS STATEMENT

16. This statement addresses the following:
 - (a) Background to the Westgate transport network;
 - (b) Existing transport environment at Westgate;
 - (c) Understanding of NZTA preferred design for the section at Fred Taylor Drive;
 - (d) Critique of the transport effects assessment by NZTA;
 - (e) Transport effects on the NorthWest Centre and Westgate Precinct;

- (f) Alternative designs to mitigate adverse transport effects on NorthWest Centre and the Westgate Precinct;
- (g) Proposed conditions.

BACKGROUND TO THE WESTGATE TRANSPORT NETWORK

17. Dating back to the late 1990's, the former Waitakere City Council ("**WCC**") proposed the extension of urban development in the north-western sector of the Auckland metropolitan area. Through the early 2000's this was given effect to by the Northern Strategic Growth Area ("**NorSGA**") – broadly involving the urbanisation of the Hobsonville Peninsula and an extended Metropolitan Urban Limit ("**MUL**") north from Hobsonville Road to the SH18 Upper Harbour Motorway. This enabled the creation of extensive new employment land in Hobsonville and a new sub-regional employment and retail centre at Massey North (now Westgate Precinct).
18. This extension of the MUL was a central part of the urban development policy of the WCC and was incorporated into the Auckland Unitary Plan ("**AUP**") following the amalgamation of the component local authorities in 2010. It initially unlocked land that had previously been positioned outside the Auckland Metropolitan area, allowing the Westgate Precinct to be comprehensively planned as a major new urban node.
19. WCC notified PC15 as the basis for the future establishment of the Westgate area in 2005; subject to public hearings through 2007, and with the WCC adopting the recommendations of its Hearings Panel in 2007. PC15 resulted in two "special areas" — the Massey North Employment Special Area (to the north) which was intended to primarily provide for industrial and employment activities, and the Massey North Town Centre Special Area, which provided for a mix of commercial, retail and residential uses.
20. Through the NorSGA negotiations and agreements reached between WCC and the main land-owner and developer NZRPG, a series of upgrades to both the internal roads within the Westgate Precinct and to Hobsonville Road/Don Buck Road were planned to provide for the future growth of this area. Despite the combined investment in road infrastructure by both NZRPG and WCC (and its successors Auckland Council and Auckland

Transport), public transport provision has lagged behind the growth of this part of the city. The Massey North CDP's and subsequent resource consents for the area incorporated shared commitment to public transport provision to and from Westgate, and it is only in the past few years that services and infrastructure have been delivered – the first phase of the Western Express (WX1) bus service along the SH16 Northwestern Motorway commencing in 2023.

21. The planning for the Westgate road network, including connections between the Westgate Precinct (north of Fred Traylor Drive including the NorthWest Centre), and the original Westgate Shopping Centre (south of Fred Taylor Drive) and the adjacent motorways (SH16 Northwestern Motorway and SH18 Upper Harbour Motorway) were the subject of a detailed and comprehensive master planning and traffic modelled processes within the earlier PC15, CDP and resource consents. The strategically optimal location of the NorthWest Centre within the Westgate Precinct was a central part of the intended transport and land-use outcomes envisaged starting from the mid-1990's.
22. The key strategic transport components of the Westgate Precinct included in the original CDP ITA (and TDG's ITA Addendum) to support the Westgate development and the Massey North Concept Plan¹ were:
 - (a) State Highway upgrades including the extension of the SH16 motorway northwards from Hobsonville Road to the Brigham Creek roundabout, the establishment of the SH18 Upper Harbour Motorway corridor route and the Hobsonville interchange between SH16 and SH18;
 - (b) Creation of the Northside Drive overbridge (not but ramps connecting to SH16);
 - (c) Hobsonville Road/Fred Taylor Road upgrades (including mid-block sections and intersections), and
 - (d) A series of roading connections within the Westgate Precinct supporting these wider strategic transport links and connections.

¹ A strategic land-use and transport plan initially accompanying PC15 and carried forward (with amendment into the AUP)

23. However, the roading network required to support the Westgate Precinct remains incomplete. Notably, the connection of Northside Drive across SH16 via an overbridge and any ramp connections to the SH16 Northwestern motorway have yet to be completed (despite many indications via online maps such as Google Maps that the link is under construction).
24. This has the effect of focussing the transport and traffic movement for both private vehicles and public transport, to the connections of Fred Taylor Drive to the Westgate Precinct via:
 - (a) Gunton Drive (entry only into Westgate/NorthWest);
 - (b) Maki Drive (signalised, restricted turning movements);
 - (c) Tawhia Drive (signalised, all turns available);
 - (d) Te Oranui Drive (roundabout, all turning movements available);
 - (e) Spring Garden Avenue (unsignalized left in/left out only)
 - (f) Rua Street (unsignalized left in/left out only)
 - (g) Kakano Road (signalised all turns);
 - (h) Northside Drive (signalised all turns).
25. The available transport connections to and from the surrounding transport network at Westgate Precinct (with the NorthWest Centre indicated by the star) is shown in the following aerial photograph in Figure 1.



Figure 1: Access Locations

26. As can be seen, the predominant access provisions some with localised limitations (e.g. prevention of exit from Gunton Drive to Fred Taylor Drive) focus on the Fred Taylor Drive and northern Don Buck Road frontages of the precinct, with limitation of strategic access along the entire eastern boundary as a result of the presence of the access-controlled SH16 Motorway and absence of the overbridge and motorway off ramps at Northside Drive.

EXISTING TRANSPORT ENVIRONMENT AT WESTGATE

27. As a result of the above access locations and focus on the southern and western boundaries of the precinct, together with the NZTA's current position with regard to the Northside Drive overbridge/interchange, the Westgate Precinct road network is constrained to several key access locations. In respect of the NorthWest Centre these are the Gunton Drive entry-only

connection from Fred Taylor Drive/Hobsonville intersection, Maki Road (effectively a left in/left out intersection) and Tawhia Drive (signalised).

28. The main access to the NorthWest Centre is via Gunton Drive with two entry/exit connections to the site via this route. Gunton Drive is also a key route for access to the balance of the Metropolitan Centre zone, and the large format retail area further to the west, including Costco.
29. As can be seen in Figure 1, there are still a large number of vacant sites within the Westgate Precinct, including the Metropolitan Centre and the General Business zones. The established activities in these zones already generate significant traffic demands especially through the southern sector of the Westgate Precinct and in particular, through the Hobsonville/SH16/Fred Taylor intersection and along Gunton Drive. These traffic volumes will increase over the next 5 – 10 years as development in the precinct continues.
30. The existing traffic constraints across the Westgate Precinct are magnified in the vicinity of the NorthWest Centre where the road network, and access and egress from the centre, are critical to its operation. In particular, the following are noted:
 - (a) Gunton Drive – this route provides the key direct entry point into the NorthWest centre as it provides the primary approach for traffic approaching from Hobsonville Road (east), SH16 (south) as well as eastbound traffic along Fred Taylor Drive. While the route is arranged such that there are no exit movements permitted from Gunton Drive onto Fred Taylor Drive, the alignment, proximity and operation of the route connecting to the two NorthWest Centre entry/exit points along this frontage of the site highlights the criticality of movements via Gunton Drive;
 - (b) these two-way entry/exit points to and from NorthWest Shopping Centre (one signalised and one priority-controlled) to Gunton Drive are similarly critical to the successful and effective operation of the Centre. The positioning of the NorthWest Centre's parking supply along this eastern side of the site, to support the retail area fronting Maki Street and Te Pumanawa Square to the west, reinforces the transport role that these driveway connections to Gunton Drive play.

The criticality of these connections and the maintenance of the efficiency of this part of the Westgate Precinct road network via Gunton Drive have formed part of the overall transport network for the Westgate Precinct from the early days of the Concept Plan and conditions attached to the CDP, and subsequent resource consents;

- (c) within the NorthWest Centre carparking itself, the carefully planned layout and operation of the parking area reflects the importance and position of the Gunton Drive access and egress points. For example, there is a graded ramp from the ground-level parking area to the upper-level parking deck that has been positioned so as to enable sufficient separation from the current Gunton Drive boundary of the site (at the northern driveway). This allows sufficient movement and decision-making separation between the Gunton Drive driveway and the entry/exit onto the ramp. In a similar way, and in relation to the Woolworths NorthWest supermarket (and loading dock), the southern Gunton Drive driveway has been deliberately positioned and designed to allow for the operation of both the carparking facilities and the heavy vehicle loading and servicing needs for Woolworths and the wider centre;
- (d) the importance of Gunton Drive and the NorthWest Centre land along this frontage have also been confirmed in the master planning for the next stages of development at NorthWest. An expansion of the NorthWest Centre has been enabled via LUC60350368 granted in 2020 (“**Resource Consent**”) which provides for an additional 27,300 sqm offices, 19,840 sqm retail, 4,250 sqm cinemas, and 1,866 parking spaces (to the current Centre with 23,090 sqm retail area, 2,900 sqm offices and approximately 1,200 parking spaces). The access via Gunton Drive remains critical with retention of the current two entry/exit points connecting to Gunton Drive, together with a new left turn entry-only access point closer to the Fred Taylor Drive intersection. As I will discuss later in my statement, the Resource Consent requires the full area of the site including the area intended to be occupied by the NZTA’s NWRT Project designation.

31. The existing Westgate environment has experienced substantial growth in the scale and extent of land-use and traffic generating activities over the past

10-15 years. While a number of future development lots are still undeveloped, there is a significant degree of peak period congestion occurring associated with high traffic volumes particularly during busier shopping periods over the week, especially since the opening of Costco in late 2022. During these peak daily periods there is extensive queuing across the network including along Gunton Drive, Maki Street and Tawhia Drive.

32. Based on the publicly-available traffic count database Mobile Roads and recent transport assessment reports for activities within and surrounding the Westgate Precinct indicate the following estimated daily and peak hour volumes within the Westgate network:

Table 1: Estimated Traffic Volumes

Route	Peak Hour (vph)	Daily Traffic Volume (vpd)
Fred Taylor Drive	1,800	16,500
Gunton Drive (Fred Taylor – Tawhia)	950	9,200
Maki Street (Fred Taylor – Tawhia)	300	2,600
Maki Street (Tawhia - Kedgley)	760	7,500
Maki Street (Kedgley - Gunton)	920	9,000
Tawhia Drive (west of Gunton)	520	5,000

33. These volumes are representative of a busy and at-times, congested network.
34. As development continues to occur in the Westgate Precinct and without additions to the range of travel routes, travel modes and expansion to the road network connections (especially connection to the surrounding primary road network), the local road network within the Westgate Precinct will experience greater congestion and congestion across a longer period.
35. Overall, the NorthWest Centre and the Westgate Precinct rely heavily on an effective and efficient road network. This road network is already compromised compared to the planned network with key components missing or not completed, and as a result congestion frequently occurs that will only get worse as the precinct continues to develop. In respect of the NorthWest Centre specifically, the effective access to Gunton Drive across

the Fred Taylor Drive intersection, and the operation of access and egress to the centre via Gunton Drive, are critical.

UNDERSTANDING OF NZTA PREFERRED DESIGN FOR THE SECTION AT FRED TAYLOR DRIVE

36. NZTA is seeking approvals for the Te Ara Hauāuru Northwest Rapid Transit project – NWRT Project. It will involve the construction, operation and maintenance of new busway facilities alongside SH16 between the Brigham Creek Road/SH16 intersection through to Ian McKinnon Drive in the Auckland City Centre. Included in the proposal are seven rapid transit stations and one Park and Ride facility at Brigham Creek. NWRT will make use of existing shoulder bus lanes along the SH16 causeway section between Te Atatū and the Waterview interchange.
37. The transportation effects of the NWRT Project have been described and assessed in the document “NZTA *Te Ara Hauāuru - Northwest Rapid Transit - Assessment of Transportation Effects, 15 December 2025*”, (“ATE”).
38. At Westgate, NZTA’s preferred proposal Option 7 is for the busway to run adjacent to (to the west of) the existing SH16 general traffic lanes, beneath the Westgate pedestrian and cycle bridge (albeit that NZTA expects there may be a need for modifications or reconstruction of this bridge²). The busway would then proceed alongside the SH16 traffic lanes before passing underneath the Fred Taylor/Hobsonville signalised intersection. To the north of the Fred Taylor Drive underpass the busway then proceeds northwards into the Westgate bus interchange (currently under construction) (“**Indicative Design**”).
39. The Indicative Design for the busway proposes an underpass beneath Fred Taylor Drive just to the west of the intersection with SH16 ramps and the Hobsonville Road overbridge. The busway extends into the eastern corner of the NorthWest Centre site, and Gunton Drive is proposed to be realigned and occupy an area of up to approximately 25m deep and some 180m long along this frontage of the site, plus a strip up to approximately 15m wide and some

² ATE, Section 3.3.1.2

75m long along the Fred Taylor Drive frontage – an area of approximately 5,043.1 sqm.

40. An extract from the ATE's Figure 3-1 shows the general arrangement of the position of the Indicative Design, as well as the red line depicting the position of the designation being sought, and a star indicating the general location of the NorthWest Centre.

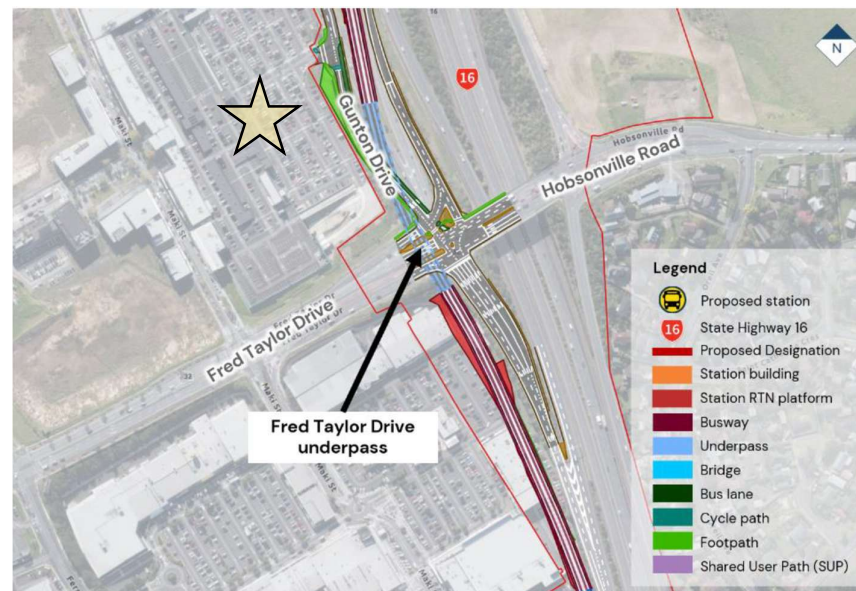


Figure 2: General Arrangement of Indicative Design

41. The ATE (Section 3.3.1.3) estimates that the construction of the Indicative Design's underpass across Fred Taylor Drive could take approximately four years to deliver, with the earthworks period to excavate the underpass could take approximately nine months. These works are assessed within ATE as:

“... likely to cause disruptions to local road operations. The assumption is that the Indicative Design can be constructed without closing lanes at this interchange so significant disruption can be avoided. However, some disruption to traffic flow is expected due to:

- *Lane shifts, narrower lanes or other geometric changes to the roadway which would increase following distances.*
- *Temporary speed limits and temporary traffic measures which slow vehicle movement and overall throughput.*

These changes may result in temporary delays for general traffic and bus services using Fred Taylor Drive and temporary disruptions to the Northwest Shared Path access point from Westgate Drive.

The Indicative Design includes the widening, extension and remarking of the Hobsonville off-ramp to enable better lane utilisation. In our opinion, the widening of the Hobsonville off-ramp should occur prior to the construction of the Fred Taylor Drive underpass, so this capacity improvement is in place before the underpass construction occurs.

42. The proposed construction period of 4 years for this section and nine months for excavation of the underpass is not in my opinion a duration that can be considered temporary. Even if the overall construction period is conservative and can be reduced, it will overlap with several pre-Christmas and other major shopping peaks at the NorthWest Centre. To mitigate these effects, I consider that there would need to be no construction activities directly or potentially affecting the NorthWest Centre in the period between 1 November and 7 February each year.
43. The proposed construction detail and timing matters are presented in the ATE at a broad and generic level that is generally unhelpful for landowners and site operators such as Stride to understand the scale and nature of effects on their operation. Given the nature of the potential interruption of the NorthWest Centre activity that I discuss within this statement, I consider that NZTA and their advisors were required to provide a greater level of assessment to understand and mitigate the significant adverse effects on these regionally important facilities. The NorthWest Centre is zoned Metropolitan Centre and “second” only to the Auckland CBD in terms of the priority of central business districts. There has been no recognition in the ATE of the importance of maintaining vehicle access to and circulation within the Metropolitan Centre during the construction period, or any understanding of the potential effects on the operation of the NorthWest Centre during construction, or its expansion.
44. NZTA’s discussion of the construction and operational impacts of the proposal does not include any detailed or specific assessment of the effects on the NorthWest Centre, including the effects of the Gunton Drive realignment, the impact on customer access to and from the NorthWest site, the daily service needs of the NorthWest Centre, and no discussion of the effect of diversion of traffic throughout the wider Westgate Precinct.

45. In respect of the service requirements, the NorthWest Centre attracts a large number of daily servicing vehicles of up to semi-trailer (20m) in size, plus numerous small to medium single unit trucks that are essential to the operation of the Centre. I am informed by Stride that the following are the average or typical number of truck deliveries generated by the site:
- (a) Woolworths – five major grocery deliveries using 20-23m long semi-trailers per day (10 movements), 10 to 15 online order deliveries per day using up to 6m small rigid trucks (up to 30 movements), plus daily waste and recycling collections (estimated at up to two deliveries or four truck movements of up to 8m medium rigid sized-vehicles);
 - (b) Farmers – on average 1.5 daily deliveries (three vehicle movements) of up to 11m large rigid trucks;
 - (c) Food Court – approximately eight smaller delivery vehicles (16 truck movements of up to 6m small rigid truck) accessing the food court each day;
 - (d) Speciality Retail – an average of two small rigid 6m trucks/vans per day (four truck movements);
 - (e) Plus a variety of emergency, maintenance and operational vehicles (typically vans and small rigid trucks) for the Centre including contractors, drainage and cleaning, fire and emergency services, and ambulance access.
46. These 70+ servicing vehicle movements occur on a typical day and represent the daily servicing requirements of the NorthWest Centre. During peak trading periods for example, leading up to Christmas, these numbers can swell by up to 30-50%. A diagram indicating the routing of these movements through the NorthWest Centre is **attached** as **Appendix 2** to this statement. The diagram shows the dominance and importance of the Gunton Road signalised access and the section of Gunton Drive between this access and Fred Taylor Drive, catering for all entry movements. The majority of exit movements from these servicing activities leave via the Tawhia Drive access and proceed out of Westgate Precinct via either the Tawhia Drive or Maki Street signalised intersections with Fred Taylor Drive.

47. Any loss of access to the NorthWest Centre’s loading areas/docks and service vehicle routes during the Project’s construction period would have a direct impact on the operation of the Centre and its tenants.
48. From my assessment, the ATE and the Project’s other supporting material fails to consider any of these matters in any detail, relying almost entirely on the use of Construction Traffic Management Plans (“**CTMP**”) to manage these effects. There has in my view been no assessment of the ability for future undefined CTMP’s to address these matters to the level and nature required to keep the NorthWest Centre operating and accessible for its customers. I expand on this further below.

NZTA’S OPTIONS ASSESSMENT

49. As part of early consultation between Stride and NZTA, I was asked to review and evaluate the reporting and assessment undertaken by NZTA in the development of the designation currently being sought, as well as the development of its Indicative Design. A major part of the work I reviewed was the Multi-Criteria Analysis (“**MCA**”) undertaken by NZTA and its technical advisors between 2024-2025. The key processes and milestones I was able to identify from the material I reviewed on behalf of Stride are as follows:
- (a) Late 2024 – a tabulated MCA presentation referred to six short-listed options including two versions of an option involving an overbridge above Fred Taylor Drive. The primary level of evaluation of these six short-listed options was the list of Project Objectives (which does not include any reference to private property impacts). The second “sieve” of MCA evaluation which included some reference to these matters appeared to only reference the number of landowners potentially affected and the area of land impacted. In relation to the potential impacts on the NorthWest Centre / Stride property, this evaluation referred to a “landscaped area” within the NorthWest site and ignored the development enabled under the Resource Consent.
 - (b) 13 November 2024 – a document referenced as D085 Design Recommendation Form on this date refers to an NZTA decision recommendation advancing (as the “*emerging preferred option*”) of Option 7 (involving the tunnelling beneath or underpass of Fred Taylor

Drive). The NZTA document also refers to a recommendation that this option should be subject to further in-depth consideration of property and consenting requirements.

- (c) December 2024 – the 13 long-list options were assessed (including a high-level constructability assessment) and scored using the NWRT Project Objectives. Graphical concepts of the 13 options were provided via “broad brush” dotted lines indicating the key elements of the options. Some of the options, especially those impacting Gunton Drive and the NorthWest Centre, included some (preliminary, high-level) truck swept path analysis in the vicinity of the Woolworths truck dock in the southern sector of the NorthWest Centre. None of these concepts appeared (in my reading) to give any recognition of the significant nature of the future development of the centre and Resource Consent.
- (d) 29 July 2025 – a design consideration document referred to a short-list evaluation of three options (all dealing with the design treatment of the busway as it passes over, under or at-grade with Fred Taylor Drive). As with earlier assessments and evaluations, this design consideration did not appear to include any qualified or quantified consideration of the scale of impact on property, only a comparative scale of effect (i.e. larger impact on private property and property acquisition required for the tunnelled option).
- (e) 13 August 2025 – a document entitled D260 Design Recommendation summarises the process referring to the three short-listed options (under, over, at-grade with Fred Taylor Drive). It concludes that the recommendation is to advance the tunnelled option because it

“... provides a better long-term outcome for the busway and the Westgate metropolitan centre over some short-term disruption during construction.”

- 50. It is not clear to me how NZTA could reach this conclusion based on the lack of analysis or understanding of the effects on the Westgate Metropolitan Centre, either during construction or its long-term operation.

51. In addition, on the basis of these documents, together with being part of discussions with NZTA personnel and technical advisors over recent months, it is apparent to me that there have been some options and variants to options that were not considered appropriately or in sufficient detail to balance the technical, construction related impacts and the parallel impacts on the private property and operations directly adjacent to the Project. From my review of the NZTA documents, it appears that the MCA and associated evaluations under-estimated and did not adequately assess the full impact of the project both in terms of direct property land-take requirements, as well as construction effects.
52. In particular, and as I will return to in a subsequent section of this statement, the potential option to alter the Hobsonville Road overbridge, abutment and retaining walls to enable the busway to pass beneath the overbridge and to completely avoid the land impact along Gunton Drive and the NorthWest Centre had not in my opinion been evaluated in sufficient depth by NZTA.
53. I was informed by NZTA personnel that the “under Hobsonville Road overbridge” options which would largely retain works within the existing designation corridor (variously referred to as Options 3 and 5 within the MCA process) were not preferred and were not advanced to the short-listing process leading to identification of the Indicative Design. NZTA’s Option 5 was assessed on the basis that the bridge abutment was not changed, and the busway would reduce the number of lanes provided between SH16 northbound and SH18 Upper Harbour Motorway west) from two (currently) to one). I agree that it is important to retain two lanes for this ramp connection.
54. NZTA’s Option 3 retained these two lanes but only included a brief consideration of what was required to reconstruct the abutment in the form of columns supporting the overbridge, to facilitate the busway behind the abutment. NZTA’s assessment of Option 3 was that this option would be complex to construct and would not outweigh the benefits of NZTA’s preferred Option 7 which involved creating the underpass/tunnel across Fred Taylor Drive (i.e. the Indicative Design). My discussions with NZTA in April 2026 were that Option 3 was discounted early and rejected from further consideration.

55. In my assessment of the NZTA MCA evaluation material that was made available to me, it was clear that the impacts on private land, the operation of the NorthWest Centre, and the effects on the Resource Consent, had not been properly evaluated and balanced against the technical construction matters. Mr Rankin refers to these design and construction matters further in his statement concluding that the technical challenges in delivering either Option 3 or Option 7 would be generally similar.
56. In my view, had the property implications of the Indicative Design been more fully assessed, evaluated and costed (in consultation with Stride), then the technical difficulty could have been weighed and balanced more appropriately against the property and future development impacts within the NorthWest Centre.

CRITIQUE OF THE TRANSPORT EFFECTS ASSESSMENT BY NZTA

57. NZTA's assessment of construction transport effects³ broadly identifies the types of construction transport effects and their magnitude for various sections and locations along the NWRT Project route. As an overall strategy for the assessment of construction effects, the ATE relies on a "management plan" technique and therefore identifies requirements for one or more future CTMP's to manage the effects of the Project. I appreciate that the Fast Track process currently being followed by NZTA for the NWRT Project sits outside the Resource Management Act ("**RMA**") framework which refers to the range of "avoid, remedy or mitigate" strategies when it comes to management of effects. However, I understand that under the Act there is a requirement to show how adverse effects will be mitigated, NZTA must give adequate consideration to alternative sites, routes and methods, and the Expert Panel may decline an application if adverse impacts are sufficiently significant to be out of proportion of the projects regional and national benefits.
58. As an experienced transportation professional, it is my view that starting the consideration of effects of a project of this scale and importance at the "mitigate" end of this spectrum without consideration of ways to potentially "avoid" the effect misses a significant opportunity. In my opinion, this

³ ATE Section 3.1

appears to be an approach where NZTA and its advisors assume the effects are unavoidable. It is also clear to me that NZTA has failed to appreciate the significance of the effects on NorthWest, the Westgate Metropolitan Centre, and the Westgate Precinct more broadly. In my view and will be discussed further below, the design alternative being advanced by Stride is one way in which at least some of the adverse effects of the NWRT Project can be avoided – for the benefit of the road using public, as well as the landowners and businesses in the area – while still meeting the project objectives.

Scale and Nature of Effects - General

59. I share the concerns referenced in the Expert Panel’s Minute 5 of 7 May 2026 that the nature of ATE’s consideration and quantification of construction and operational effects are insufficiently defined. For example, at Section 3.2 of the ATE the following statement is made:

“Overall, as discussed later in this assessment, we consider the Project will deliver significant positive traffic and transport impacts, specifically decreased travel time, increased reliability of bus journeys and reduced car trips through increased PT use. In our opinion, the construction of the Project will cause temporary adverse effects on road users. Those effects will arise from the required working spaces around existing roads, temporary changes to road layouts, and increased use of existing local roads and state highways by heavy vehicles. Some footpaths, crossings, shoulders, cycle lanes, and traffic lanes will also need to be closed temporarily, and temporary speed limits may lead to delays and affect some property accesses.”

60. However, and discussed later in the ATE (e.g. Section 3.3) in relation to the Westgate/NorthWest Centre vicinity, the only reference to describing the effects refers to the Westgate Pedestrian and Cycle Bridge, and the Fred Taylor Drive underpass. There is no discussion about the Gunton Drive accesses into the NorthWest Centre, impacts of the realignment of the Gunton Drive carriageway, or more detailed description of the nature and scale of Temporary Traffic Management (“**TTM**”) measures required at the Fred Taylor/Gunton Drive/Hobsonville intersection.
61. This location is a significant node in the transport network supporting not only the Westgate Precinct/NorthWest Centre location but also serves as a major network connection for the Don Buck Road/Red Hills areas. While I appreciate that TTM/CTMP approaches are commonly adopted for major construction project works (as referenced in para [55 – 56] of the NZTA legal

summary), however this must be supported by evidence to demonstrate that the adverse effects can be sufficiently mitigated and I would have expected that at least the strategy for the TTM scheme to be applied at this intersection would have been developed and presented. The critical nature of this intersection – being the intersection of motorway ramps and a primary arterial route (Fred Taylor Drive – Hobsonville Road), and as the primary entry point into the Metropolitan Centre, requires further detailed assessment and modelling to identify and quantify the adverse effects on this regionally significant centre.

Absence of Transport Modelling Outputs/Assessment

62. The ATE refers⁴ to several transport models (e.g. MSM, SIDRA, AIMSUM) utilised for the assessment of construction and operational effects on both SH16 and the local road network surrounding and adjoining the SH16 route. However, the ATE presents no quantified outputs to demonstrate the conclusions made. On the basis of the concern expressed by Stride and for the reasons I have set out above, I have significant concerns of the disruption, lane closure and congestion/delays adversely affecting the operation of the NorthWest Centre and the Westgate Precinct during the construction period. A potential four-year construction period, and 9 months for excavation for the underpass to the west of the Fred Taylor Drive intersection, is not in my view 'temporary', and as explained by Mr Stansfield, it can only take a period of months of reduced sales to significantly affect retail tenants and consequently the NorthWest Shopping Centre.
63. From my own professional experience with other designation and major transport improvement projects (e.g. Northwest Arterials, Airport to Botany Busway) the ATE included significant transport modelling, reporting and summaries to quantify the effects of both the project once operational as well as the main construction effects especially where diversions or road/lane closures are anticipated. This has not been provided by NZTA for the NWRT Project.

⁴ Section 4.1, 4.3

Scale and Nature of Effects – NorthWest Centre

64. The ATE does not give any detailed consideration of property access to and from the NorthWest Centre despite the Indicative Design including a remodelling of the southern driveway into the Centre from Gunton Drive. The assumed acquisition and occupation of the southeastern portion of the Stride land will have adverse consequences for the operation and layout of the parking and circulation within the NorthWest Centre's carpark, as well as for the movement of both NorthWest and Woolworths service vehicles entering and exiting the site.
65. As I noted at paragraph [30(d)] above, the NorthWest Centre Resource Consent also authorises a third access driveway (left in only) from Gunton Drive into the southeastern corner of the site and six level carparking deck up to the site boundary with Gunton Drive. There has been no consideration or even discussion in the ATE of the operational implications and effects of the Indicative Design on the Resource Consent, including the proposed driveway crossing and the design, circulation and feasibility of the new carparking decks. The loading docks and servicing routes at ground and level one for the Resource Consent are **attached as Appendix 2**. This shows that the left turn slip lane is also required for servicing and that the Woolworths loading dock is affected by the proposed designation boundary.
66. Additionally, the construction effects along the Gunton Drive frontage of the site – given that the Indicative Design proposes a complete realignment of the Gunton Drive carriageway – are not discussed at all. On the basis that this is the primary access route for the NorthWest Centre, Costco and the Westgate Lifestyle Centre, as well as wider parts of the Westgate Precinct, this in my view represents one of the key locations where NZTA needed to detail proposed TTM measures to be able to assess the effects of temporary closure (of a currently unspecified duration) of this essential access route.

TRANSPORT EFFECTS ON STRIDE AND THE WESTGATE PRECINCT

67. NZTA's proposed Indicative Design for the busway intends to develop a two-way, 11m wide carriageway via a below-grade, underpass beneath the Fred Taylor Drive approach to the intersection with Hobsonville Road and SH16. In order to facilitate this underpass and its upward grade to meet the Westgate bus station, the existing alignment of Gunton Drive is required to

be shifted westwards into the Stride site and hence the area of designated land currently being sought by NZTA.

68. This realignment of Gunton Drive in particular, will have the following specific implications and effects on the NorthWest Centre (including on the Resource Consent):

- (a) Closure of Gunton Drive – as already discussed the operation and connectivity provided by Gunton Drive for both the NorthWest Centre as well as the wider Westgate Precinct will be severed until such time as the realigned Gunton Drive is delivered and connected to the NorthWest Centre.

The southern (signalised) access from Gunton Drive is the primary access point for the Centre with the majority of customers approaching from the Fred Taylor/Hobsonville intersection. The current daily volumes carried by this section of Gunton Drive are estimated to be approximately 9,200vpd. Without this connection in place, and without there being a right-turn facility at Fred Taylor/Maki intersection, any diversion route of arriving traffic from Hobsonville Road/SH16 (northbound) would involve travel through Tawhia Drive and significant additional traffic loading along the route through the centre of Westgate Precinct.

The high-capacity nature of the Gunton Drive entry into the NorthWest Centre (two northbound traffic lanes are provided at the southern signalised driveway of the NorthWest Centre) would mean that any diversion and redirection of this volume of traffic could place significant loads on Tawhia Drive. This would likely exceed the capacity of key intersections along the route especially Tawhia/Maki and the right turn from Fred Taylor Drive into Maki Street.

Additionally, the location of access points to the NorthWest Centre carpark have been specifically designed and integrated with the NorthWest carpark layout and this is not something that can be easily or temporarily changed without major consequences to both detail of design and the spatial operation and arrangement of carparking spaces, internal roadways and ramps, and pedestrian access into the Centre.

- (b) Temporary Construction Effects – Network Links – Even if Gunton Drive is open (either in its current form or the realignment into the Stride property) the implications of general construction activity (e.g. lane reductions, activity in roadside berms and reserves) will reduce the operational capacity and effectiveness of this critical link in the network. From my experience with the design and evaluation of operational and design changes at the Fred Taylor/Hobsonville/Gunton intersection, there is limited spare capacity at this intersection during peak periods (which is typically when the NorthWest Centre operates at its busiest).

The interaction between the signalised southern driveway on Gunton Drive and the Fred Taylor Drive intersection is also carefully balanced. At peak times the queuing from customer movement turning left into the NorthWest Centre, as well as through traffic bound for Costo/Westgate Precinct to the north, can generate queues that extend towards and occasionally into the Fred Taylor Drive intersection and onto the SH16 motorway off ramp. Mr Stansfield will discuss this further in his comments. The duration of such effects is also poorly defined and not controlled via the information provided in the ATE or other documents.

- (c) Temporary Construction Effects – Temporal Overlap with Retail Activity – with construction periods along the Gunton Drive frontage of the NorthWest site and the potential for disruption (if not entire closure) of access points to the NorthWest Centre, the NWRT Project will overlap with a large proportion of the retail and trading year. Especially during busy holiday periods where customer numbers rise significantly (e.g. pre-Christmas), I expect there to be significant adverse effects on the ability of the NorthWest Centre to continue to accommodate and provide for customer demands. Mr Stansfield will develop this matter from a retail planning and operational point of view, emphasising the substantial effect that traffic disruption and construction activities adjoining a retail centre can have notable and persistent effects on the Centre's trading activities.

The ATE states (Section 3.3.3) that due to the low number of construction vehicles involved in the construction activity in this part of

the project and the potential to schedule works during off-peak periods (not defined), there will be relatively little impact to public access to the NorthWest Centre and Gunton Drive.

From a transportation planning and traffic engineering perspective, I do not consider there has been sufficient quantified assessment of the detailed traffic operations surrounding the NorthWest site and the NWRT works to allow this conclusion to be made. Due to the magnitude of impacts identified, I do not consider it appropriate to leave the management of effects to the development and implementation of CTMP's as proposed by NZTA.

In addition, as has been observed around Auckland at other major transport upgrade projects (e.g. Eastern Busway at Pakuranga Plaza) even with very robust traffic management conditions, the effect on the operation and customer attraction to a retail centre has been significant. I note that for the Eastern Busway project there was a high degree of reliance on access to the Pakuranga Plaza, and so while customers could still access the site, they were faced with changed and congested access routes, and large construction work features such as hoardings and construction fences, impacting their decisions on where to shop. As addressed by Mr Stansfield, customer decisions to avoid a site during construction can also have long-lasting effects well after a project has been completed as their shopping preferences change.

- (d) Prevention of Future Expansion/Development and the Resource Consent – the proposed deviation of Gunton Drive into the Stride land directly affects the ability of the Resource Consent to be implemented. Parking, retail and office building structures will be directly impacted through the removal of up to approximately 5,043.1 sqm of Stride land.

In my review of the material associated with both this NoR process, as well as the previous preliminary MCA processes NZTA used to identify the Indicative Design, it would appear that no consideration has been given to the scale and significance of the Gunton Drive deviation on the ability of Stride to exercise its Resource Consent.

Not only would the Gunton Drive deviation directly prevent the landmark corner development and left access into the site and impact the structures along the eastern frontage of the site (both parking structures and office building) - it would have wider implications for the whole development.

The Resource Consent utilises the site to provide customers with effective and efficient access and circulation routes within both ground level and multi-storey parking structures in a way that cannot simply be shifted/altered. For example, reducing the depth of the carparking decks to account for the proposed land take, will impact the number of carparks, vehicle circulation and vehicle parking at the Cinema entrance. Another example is the loss of the right turn off Gunton Drive into the parking deck means that all vehicles would enter the parking decks at the same point and level, causing queuing and delays. None of these intricate site design and operational assessments appear to have been considered by the authors of the ATE in "simply" bending Gunton Drive into the site.

69. While I consider that the CTMP/TTM method of effects management is often used to defer the methods by which certain effects are dealt with, I do not consider that leaving all of the matters I have discussed in this statement to be included in a CTMP, is appropriate in this instance. For example, the avoidance of overlap with retail peak periods should in my opinion be specified in a specific condition or as a very minimum provided for in a Draft CTMP that should be available to the Expert Panel and affected parties through the hearing process.
70. My review of the draft conditions prepared by NZTA reveals that there are no specific conditions relating to the NorthWest Centre despite the criticality of the matters that I have addressed in my statement. I note that some specific Woolworths sites along the planned corridor (e.g. Westgate and Point Chevalier) have warranted specific attention in the draft conditions, meanwhile Woolworths at NorthWest and the remainder of the NorthWest Centre have been neglected.
71. I consider that the seriousness of the concerns I have described in this statement (especially regarding the criticality of the Gunton Drive route and

its access connections to the NorthWest Centre), is such that these matters cannot and should not be left to conditions and certainly not CTMP's to be developed at some later stage. These adverse effects are matters that need to be considered at the outset and taken into account in the MCA for route selection and boundaries of the Notice of Requirement.

72. Based on the information above, I consider that NZTA has not adequately assessed the transport effects of the NWRT Project on the NorthWest Centre or the Westgate Precinct more broadly, this has then influenced its MCA and means that it has not adequately considered alternative sites, routes and methods.

ALTERNATIVE DESIGNS TO MITIGATE ADVERSE TRANSPORT EFFECTS ON NORTHWEST SHOPPING CENTRE AND THE WESTGATE PRECINCT

73. Stride has prepared investigations and design assessments to determine whether there are alternative design approaches to the Indicative Design that would not require land from the southeast corner of the NorthWest Centre site. As part of the various discussions and meetings with NZTA representatives since I was engaged to provide advice to Stride on this matter, I have assisted Stride to identify whether any of NZTA's previous long- and short-listed design options for the NWRT project could or should have been advanced so as to limit or avoid the taking of Stride land and effects on the NorthWest Centre and Westgate Precinct.
74. As I referred to at my paragraph [36-39] NZTA had identified one option (referred to as Option 5 in the MCA evaluations) which passed beneath the Hobsonville Road overbridge, however it was based on retention of the existing overbridge abutment and reduced the number of traffic lanes continuing from SH16 northbound to SH18 eastbound from two to one to fit within the space available beneath the overbridge. Stride engaged me and Chester Consultants to test a design alternative broadly based on the Option 5 arrangement, but investigating what would be required by way of design modifications to the Hobsonville Road overbridge (and its western abutment) to maintain the number of lanes from SH16 to SH18, while meeting the project objectives.
75. As we worked through this alternative design, it was identified that it was comparable to NZTA's Option 3 (as discussed at paragraph [54] above).

From what I could ascertain from the documents, NZTA had given only brief and generic consideration to the design strategy and detail of Option 3, and the associated modifications required to the Hobsonville Road overbridge.

76. Mr Rankin (Chester Consultants on behalf of Stride) will describe and discuss in greater detail the additional civil engineering aspects of the Option 3 proposal, however from a broader transport arrangement perspective the Option 3 alternative involves:
- (a) The busway alignment approach from the south along the western edge of the SH16 general traffic lanes and passes beneath the existing Westgate Pedestrian and cycle Bridge. As NZTA and the ATE notes, there may be a need for relocation/redesign of the Pedestrian and Cycle bridge and the associated section of the Shared Path to facilitate this busway alignment. This is largely the same arrangement and impacts required for the Indicative Design as described by NZTA);
 - (b) To the north of the Pedestrian and Cycle Bridge, the busway then commences a downward vertical alignment so as to pass beneath the SH16 northbound off-ramp. The busway would also pass beneath the southeastern corner of the NZRPG Westgate Shopping Centre and Vector facility – with a significant reduction in the land take and impact on buildings, parking, circulation and loading/servicing activities in this part of the NZRPG site;
 - (c) the busway would then rise slightly after passing the SH16 off-ramp continuing to adjoin the western edge of the SH16 corridor and pass beneath the Hobsonville Road overbridge. Mr Rankin will describe the civil and structure features of the proposal, but broadly the current abutment and retaining structure beneath the overbridge would be replaced with a column allowing the 11m wide busway corridor to pass beneath the overbridge making greater use of the “reserve” land that exists within the current interchange area between the SH18 on-ramp and the SH16 northbound through lanes;
 - (d) north of the overbridge the busway would return to the current ground level for a short length before following a down-grade to pass beneath the SH18 eastbound on-ramp;

- (e) after passing under the SH18 on-ramp, the busway then grades upwards to join the Westgate bus station at the level it is currently being constructed.
77. I consider that this Option 3 alternative design has a number of key advantages over both the NZTA Indicative Design (as well as the previous Option 5 design which was also rejected by NZTA):
- (a) the alignment maximises use of the current Hobsonville interchange designation especially land that is currently underutilised between the SH18 on-ramp and the SH16-SH18 through lanes;
 - (b) it would result in a more compact interchange form and in an arrangement that from a road user point of view is largely unchanged (at ultimate form) from what is currently in place at this critical intersection for the Westgate area;
 - (c) it would avoid or minimise the taking or permanent occupation of land within both the NorthWest and Westgate Shopping Centre (NZRPG) sites;
 - (d) while there will be construction and associated TTM measures needing to be implemented as part of the abutment/column replacement works, the ability to stage these works in advance of the other parts of the NWRT construction programme could potentially minimise the overall disruption of traffic flows at this critical location. NZTA's proposal for the Indicative Design underpass beneath the western arm of the Fred Taylor Drive/Gunton Drive/Hobsonville Road intersection is in my opinion likely to involve a more complex arrangement of TTM features;
 - (e) by keeping the major construction works at the SH16 off ramp / Fred Taylor Drive / Gunton Drive intersection limited to the east of this intersection, I consider there would be less disruption to traffic approaching from the south into Westgate and an overall simplification of the TTM measures needed to deliver the overbridge reconstruction;
 - (f) avoiding the redesign and realignment of the Gunton Drive roadway adjacent to the NorthWest Centre means that construction effects,

work sites and ancillary parts of the NWRT Project could be contained within land lying within the current designation (and avoid the additional cost and negotiation required to secure the NZRPG and Stride land and seriously compromise the future expansion of the NorthWest Centre).

78. Overall, from a transportation planning point of view this design arrangement (aside from the civil design and structural elements that Mr Rankin will address), I consider that this design could achieve the NWRT Project objectives in a manner that would minimise the effects on private property and preserves the ability for future consented development to occur on the Stride property, as well as potentially avoiding or at least minimising impacts on the NZRPG land.

PROPOSED CONDITIONS

79. Notwithstanding issues raised above in terms of inadequate information and assessment, if the Panel finds it has sufficient information, and even with modification of the NoR 2 boundary to exclude the Stride site and Gunton Drive, the following conditions are required to address adverse effects on the operation of NorthWest and the Westgate Precinct, as **attached in Appendix 3**:

- (i) **Condition A – Northside Drive Connection:** given the criticality of the Westgate Precinct network I have described previously and the missing Northside Drive connection, if the proposed NWRT Project is to be delivered in an effective and efficient manner while avoiding the potential adverse effects on the NorthWest Centre, I recommend that the Northside Drive connection be required to delivered prior to the commencement of the Project.
- (ii) **Condition B – Land Use Integration:** As described by the application documents, there could be an extended period of at least 10 years before the works are commenced and/or completed. Over this period, Stride will be advancing its expansion of NorthWest, and as such the NWRT Project will be required to incorporate the additional detail and arrangements

that will emerge as the NorthWest Centre expansion is delivered. This form of condition has been developed and incorporated into other NOR projects around the Auckland such as the Airport to Botany Busway to recognise the need for a two-way integration of design, construction and operational matters between public infrastructure and private development.

- (iii) **Condition C - Management Plans – Certification and Review:** This is a standard condition required when there is a high reliance (by the Requiring Authority NZTA) on management plans and where those management plans are expected to minimise or manage the effects of adjacent private property. A specific process is also required for consultation with key affected parties in the preparation of management plans – as identified by NZTA's application there has been insufficient understanding of the operation needs of NorthWest and the Westgate Precinct more broadly. Additional requirements are sought for these key stakeholders. This approach was also adopted for the Eastern Busway.
- (iv) **Condition D - Key Stakeholder Communication and Consultation Plan:** Once again, with the high reliance on management plans, together with the scale and nature of potential effects on adjoining land-use (especially the Metropolitan Centre status of the Westgate Precinct) requires a strong stakeholder communication and management structure.
- (v) **Condition E – Construction Management Plan:** this whole-of-Project construction management plan reflects standard practise and requirements adopted in other such plan conditions supporting NOR's for major infrastructure projects elsewhere in Auckland.
- (vi) **Condition F – Westgate Construction Traffic Management Plan:** This Westgate CTMP sets the basis of construction management strategies and principles that are relevant to the broader Westgate area. It is intended to promote the

maintenance of the Metropolitan Centre priority reflecting the needs of the Precinct as a whole.

- (vii) **Condition G – NorthWest Construction and Traffic Management Plan:** this site-specific construction and traffic management plan works in tandem with the Westgate Construction Traffic Management Plan and is required to address the management of specific elements of the Project as they relate to and inter-relate with the specific operation of the NorthWest Centre. Customer, servicing and emergency vehicle and pedestrian movements are critical to on-going operation and success of this major shopping precinct within the Metropolitan Centre at Westgate. The critical operation of the Fred Taylor/SH16/Hobsonville intersection warrants inclusion of a specific performance measure (see Item G(b)(ii)) to ensure that the Level of Service for driveway connections to the centre and the approach routes to the centre are not adversely affected by the Project construction works. As with other conditions for other major infrastructure projects around Auckland (such as the Eastern Busway as it relates to the Pakuranga Plaza), similar sorts of conditions and specific requirements have been adopted to manage the specific effects of the Project construction that NZTA has not assessed to date.
- (viii) **Condition H - Operational access and egress at NorthWest Shopping Centre:** – a condition is required to ensure maintenance of the same entry and exit lanes from Gunton Drive to the NorthWest Centre, as well as the consented additional left-turn, entry-only driveway.

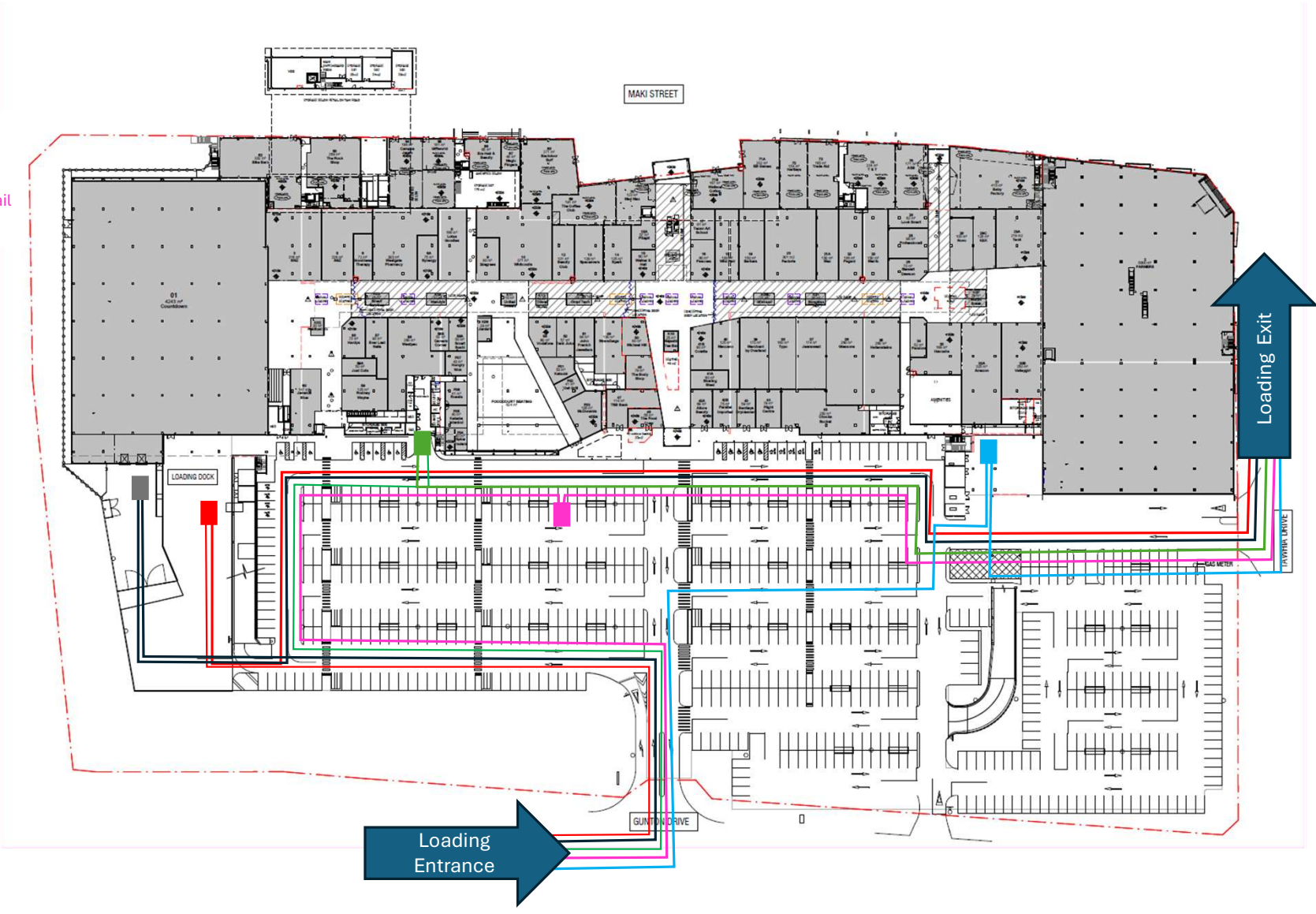
DATED this 26th day of May 2026



Don McKenzie

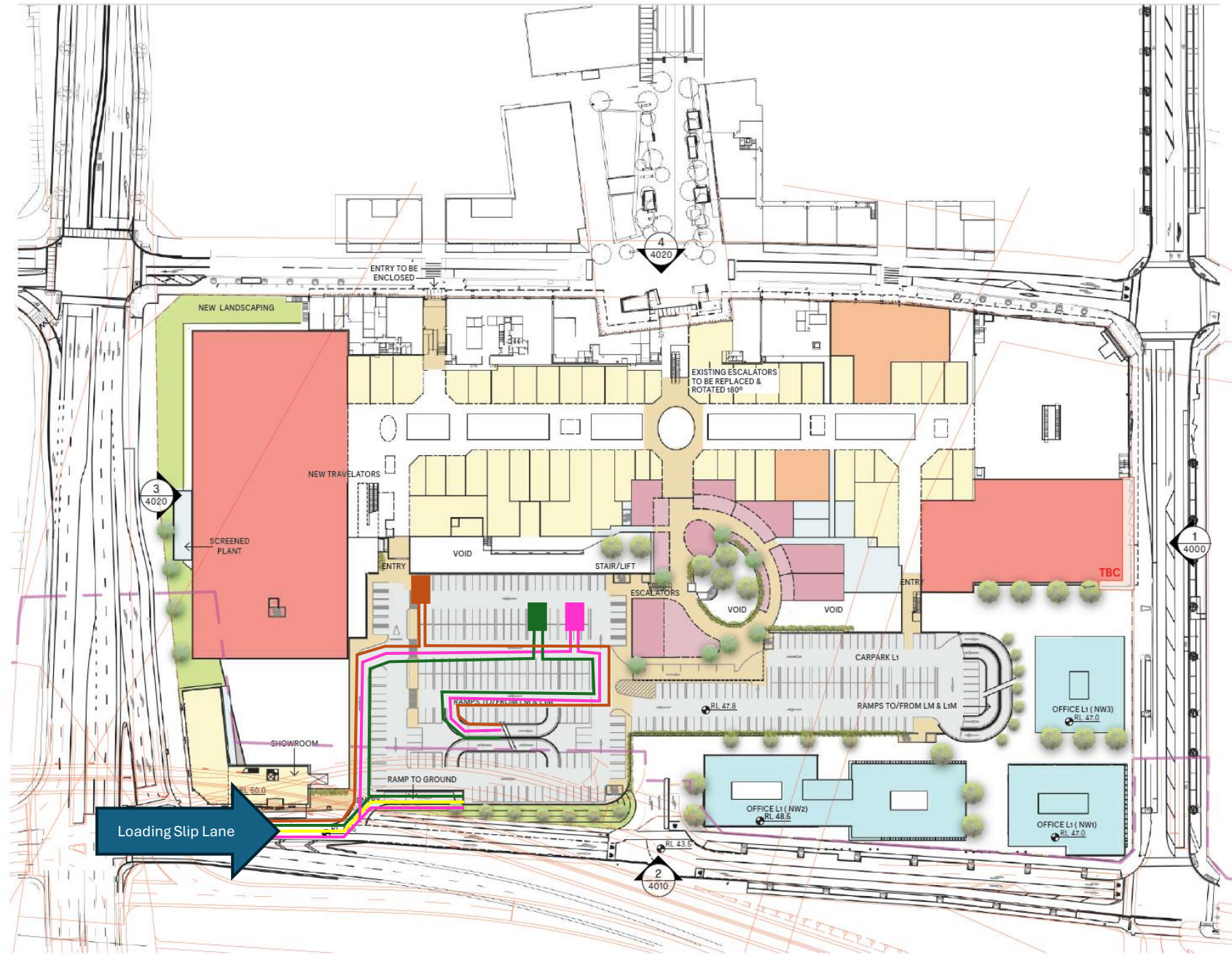
APPENDIX 1 – CURRENT LOADING DOCKS AND SERVICE ROUTES

- Waste Refuse
- Woolworths
- Food Court
- Specialty Retail
- Farmers



**APPENDIX 2 – RESOURCE CONSENT LOADING DOCKS AND SERVICE
ROUTES**

- Food Court
- Specialty Retail
- Show Room
- Cinema



Auckland Council

04/05/2020
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The Architectural Design and Construction Act 2014 requires that all drawings submitted for Resource Consent must include the following information:

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

STRIDE.

Project
NORTHWEST SHOPPING CENTRE EXPANSION

Project Number
917086

Status Resource Consent
Scale 1:1250 @ A3
Date Issued 28.02.2020

Drawing Title
PROPOSED PLAN - LEVEL 1

Drawing Number A-RC-2040 Decision B

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APPENDIX 3 – PROPOSED CONDITIONS

Appendix 3

Proposed Traffic Conditions for the NWRT Project

Pre-Construction Conditions

A. Northside Drive Connection

The Requiring Authority shall not commence construction of the project works in the vicinity of Fred Taylor Drive before the Northside Drive bridge across State Highway 16 including motorway on- and off-ramps catering for both northbound and southbound movements are complete and operational.

B. Land Use Integration

- a) The Requiring Authority shall set up a Land use Integration Process for the period between confirmation of the designation and the Start of Construction. The purpose of this process is to encourage and facilitate the integration of master planning and land use development activity on land directly affected or adjacent to the designation. To achieve this purpose:
- i. within twelve (12) months of the date on which this designation is included in the AUP, the Requiring Authority shall include the contact details of a nominated contact on the project website (or equivalent information source) required to be established by Condition D; and
 - ii. the nominated contact shall be the main point of contact for a Developer or Development Agency wanting to work with the Requiring Authority to integrate their development plans or master planning with the designation.
- b) At any time prior to the Start of Construction, the nominated contact will be available to engage with a Developer or Development Agency for the purpose of:
- i. responding to requests made to the Requiring Authority for information regarding design details that could assist with land use integration; and
 - ii. receiving information from a Developer or Development Agency regarding master planning or land development details that could assist with land use integration.
- c) Information requested or provided under Condition B(b) above may include but not be limited to the following matters:
- i. design details including but not limited to:
 - A. boundary treatment (e.g. the use of retaining walls or batter slopes);
 - B. horizontal and vertical alignment of the road (levels);
 - C. potential locations of vehicle and pedestrian crossings;
 - D. integration of stormwater infrastructure;
 - E. outputs from any flood modelling; and
 - F. how to access traffic noise modelling contours to inform adjacent development.
 - ii. potential modifications to the extent of the designation in response to information received through Condition B(b)(ii)
 - iii. a process for the Requiring Authority to undertake a technical review of or provide comments on any master planning or development proposal advanced by the Developer or Development Agency as it relates to integration with the Project; and
 - iv. details of how to apply for written consent from the Requiring Authority for any development proposal that relates to land is within the designation under section 176(1)(b) of the RMA.
- d) Where information is requested from the Requiring Authority and is available, the nominated contact shall provide the information unless there are reasonable grounds for not providing it.
- e) Where a Developer or Development Agency wishes to advance development plans, the Requiring Authority shall:
- i. Engage with the Developer or Development Agency in good faith to consider how the designation can integrate with the development plans;
 - ii. Use all reasonable endeavours to advance the design of the relevant part of the designation to understand how it can integrate with the development plans;
 - iii. Use all reasonable endeavours to minimise the impact of the designation on development plans (including, but not limited to, considering design and construction methods to minimise the loss of land available for the development plans); and
 - iv. Give notice to Auckland Council under section 182 of the Resource Management Act 1991 where any reduction in the extent of the designation is confirmed.
- f) The nominated contact shall maintain a record of the engagement between the Requiring Authority and Developers and Development Agencies for the period following the date in which this designation is included in the AUP through to the Start of Construction for a Stage of Work. The record shall include:
- i. a list of all Developers and Development Agencies who have indicated through the Notice of Requirement process that they intend to master plan or develop sites along the Project alignment that may require specific integration with the designation;

Appendix 3

Proposed Traffic Conditions for the NWRT Project

- ii. details of any requests made to the Requiring Authority that could influence detailed design, the results of any engagement and, where such requests that could influence detailed design are declined, the reasons why the Requiring Authority has declined the requests; and
 - iii. details of any requests to co-ordinate the forward work programme, where appropriate, with Development Agencies and Network Utility Operators; and
 - iv. Details of any agreed changes to achieve integration with development plans.
- g) The record shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.

Construction conditions

C. Management Plans – Certification and Review

- a) Management Plans must be submitted to the Council no less than six (6) months prior to construction commencing for the relevant Stage of the Project to which the Management Plan relates for certification or written approval (as determined by the relevant conditions).
- b) For the Management Plans listed in Table 1 below, the Requiring Authority must submit these plans for certification or written (as determined by the relevant consent conditions) no less than six (6) months prior to construction commencing for the relevant Stage of the Project to which the Management Plan relates, subject to the following requirements:
 - i. During the preparation of the draft Management Plans listed in Table 1 below the Requiring Authority must provide to the listed parties in Table 1 copies of those listed plans for comment no less than six (6) months prior to the date that they are to be submitted to the Council for certification or written approval.
 - ii. Where the listed party has engaged a technical expert to assist with matters addressed in the Management Plan the Requiring Authority shall enable and facilitate that expert to engage with its experts to discuss the contents of the Management Plan directly and to confirm if the contents can be agreed.
 - iii. Where practicable the Requiring Authority must adopt recommendations received from the parties listed.
 - iv. The following information must be provided with the Draft Management Plans listed in Table 1 at their lodgement with the Council for certification or written approval and a copy provided to the relevant listed party:
 - A. The submitted records of the consultation undertaken with the parties listed;
 - B. A summary of changes to sought by the parties listed. This summary must also include commentary from the Requiring Authority in regard to the changes sought by this party, whether the Requiring Authority has or has not adopted these changes and the reason(s) for adoption/non-adoption of the changes.

Table 1: Listed Parties and Management Plans Subject to Consultation

Stride Holdings Limited (as owner of the NorthWest Shopping Centre)

- Key Stakeholder Communication and Consultation Plan.
- Construction Traffic Management Plan.
- Westgate Construction and Traffic Management Plan.
- NorthWest Construction and Traffic Management Plan.
- NorthWest Construction Noise and Vibration Management Plan.

Costco

- Key Stakeholder Communication and Consultation Plan.
- Construction Traffic Management Plan.
- Westgate Construction and Traffic Management Plan.

D. Key Stakeholder Communication and Consultation Plan

- a) The Requiring Authority must submit a final Key Stakeholder Communication and Consultation Plan (KSCCP) for certification in accordance with Condition C. The objective of the KSCCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and interest groups during construction of the Project.
- b) The KSCCP must set out how the Requiring Authority will for the Project:
 - i. Inform the community and businesses of construction progress and future construction activities;
 - ii. Provide information on key project milestones;

Appendix 3

Proposed Traffic Conditions for the NWRT Project

- iii. Provide a process for responding to queries and complaints including, but not limited to:
 - A. Who is responsible for responding;
 - B. How responses will be provided;
 - C. The timeframes for responses to be provided; and
 - D. How complaints will be reviewed and monitored to ensure mitigation is effective.

- c) The KSCCP must include:
 - i. A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, community noticeboard, local paper, newsletters or similar, advertising etc.) and any other relevant communication matters;
 - ii. Contact details of the person responsible for communication and consultation for the Project, including phone, email, project website and postal address;
 - iii. Details of where this contact information will be available;
 - iv. Details of how a point of contact will be maintained throughout construction works for the project;
 - v. Methods for identifying, communicating and engaging with people affected by the construction works for the project, including but not limited to:
 - A. All residential owners and occupiers affected by construction works for the Project;
 - B. All business property owners and occupiers affected by construction works for the Project;
 - C. Any community, medical and education facilities directly affected by the construction works for the project, including methods to assist these facilities to consult with their customers/stakeholders;
 - D. Key stakeholders (including the parties listed in Condition C Table 1); and
 - E. Network utility operators.
 - vi. Methods for communicating with and notifying directly affected parties in advance of:
 - A. Proposed construction activities outside normal working hours (including night works);
 - B. Temporary traffic management measures for vehicles and pedestrians during construction;
 - C. Permanent changes to road networks and layouts; and
 - D. A record of the consultation undertaken with the community including specific access requirements for businesses and residents.
 - vii. Details of specific communications proposed for updating stakeholders including affected parties on construction timeframes;
 - viii. A list of the stakeholders affected to be communicated with (including those listed in Condition C Table 1);
 - ix. Linkages and cross references to other management plans where relevant;
 - x. Identification of opportunities for those stakeholders identified under Condition C Table 1 to collaborate on specific issues if required;
 - xi. A Development Response Addendum including:
 - A. The measures to maximise opportunities for pedestrian and service access to businesses, residents and social services/facilities that will be maintained during construction, within the practical requirements of the CTMP;
 - B. The measures to mitigate potential severance and loss of business visibility issues by wayfinding and supporting signage for pedestrian detours required during construction;
 - C. The measures to promote a safe environment during construction;
 - D. How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through other management plans;
 - E. Identification of any other development response measures designed to support those businesses, residents and community services/facilities during construction.
 - xii. Details of engagement with the community to identify opportunities to minimise construction impacts;
 - xiii. Details of monitoring the implementation of the CCP including, but not limited to:
 - A. Community feedback on the management of construction related impacts and the Requiring Authority's response to that feedback;
 - B. And feedback and complaints received on matters other than addressed by (xii)
 - C. Any outcomes or actions undertaken in response to feedback and complaints; and
 - D. Any development response outcomes.
 - xiv. The KSCCP must be reviewed at least annually and updated with reference to the outcomes of the monitoring listed in (xiii).

E. Construction Traffic Management Plan

- a) The Requiring Authority must lodge the CTMP for certification with Auckland Council at least six (6) months prior to construction commencing for each section of the Project. The purpose of the CTMP is to appropriately manage any adverse traffic safety and efficiency impacts on other road users caused by the Project.

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Proposed Traffic Conditions for the NWRT Project

- b) A CTMP shall be prepared by a suitably qualified and experienced person and shall be submitted as part of the relevant outline plan of works (OP).
- c) To achieve this purpose, the CTMP shall 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.
 - 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 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 provides 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. Details of minimum network performance parameters during the construction phase including any measures to monitor compliance with the performance parameters; and
 - xi. Details of any measures proposed to be implemented in the event of minimum network performance parameters identified in Condition E(b)(x) above being exceeded.
 - xii. Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version thereof.

F. Westgate Construction Traffic Management Plan

- a) The Requiring Authority must submit a Construction Traffic Management Plan – Westgate (CTMP-W) for certification in accordance with Condition C. Where there is any inconsistency between the CTMP-W and any other management plan (except for the CTMP-NW), the provisions of the CTMP-W shall prevail.
- b) The purpose of the CTMP is to avoid or mitigate adverse effects on traffic safety and network efficiency on routes that provide access to and egress from the Westgate Precinct resulting from the construction works, in order to:
 - i. Protect public safety, including the safe passage of pedestrians and cyclists;
 - ii. Maintain capacity and connectivity of all routes and all modes to and from the Westgate Precinct;
 - iii. Minimise delays and congestion to all road users, pedestrians and cyclists, and particularly public transport at all times, especially bus travel times at peak traffic periods during weekdays (06:30 to 09:30 and 16:00 to 19:00); and
 - iv. Avoid construction works which impact traffic capacity to and from the Westgate Precinct between 1 November and 7 February.
 - v. Inform the public and landowners about any potential temporary impacts on the road network.
- c) The CTMP-W shall be prepared using best practice (to better understand the effects of construction of the works subject of the OP on the affected road network), which may include the use of traffic modelling tools. Any such assessment shall be undertaken in consultation with Auckland Transport and have the ability to simulate lane restrictions and road closures. The outcome of consultation undertaken between the Requiring Authority, Auckland Transport and affected landowners listed in C. Management Plans shall be documented and any comments not acted on provided with the final CTMP-W when submitted to the Council.
- d) The CTMP-W shall describe the methods for avoiding, remedying or mitigating the local transportation effects resulting from the Project works subject of the relevant OP, and shall address the following matters:
 - i. Methods to avoid, remedy or mitigate the local effects of the construction of individual elements of the Project (e.g. intersections/overbridges/underpasses) and the use of staging to ensure minimal disruption to the transport network;
 - ii. Traffic management measures to address and maintain traffic capacity of all routes within and surrounding the Westgate Precinct and minimise adverse effects including, where applicable to the relevant OP;

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- iii. Retaining the existing number of traffic lanes along Gunton Drive and allow for existing traffic movements along Gunton Drive (between Tawhia Drive and Maki Street), noting that temporary restrictions to one lane or temporary full closures may be required overnight (between 9pm and 6am) for traffic switches or stage changes, where applicable to the relevant OP;
- iv. Retaining two traffic lanes on Gunton Drive between Fred Taylor Drive and Tawhia Drive throughout the construction period, noting that temporary restrictions to one lane or temporary full closures may be required overnight (between 9pm and 6am) for traffic switches or stage changes, where applicable to the relevant OP;
- v. Retaining the existing number of traffic lanes on the Hobsonville offramp, Fred Taylor Drive and Hobsonville Road that provide movements to Gunton Drive, where applicable to the relevant OP;
- vi. Measures to maintain existing vehicle access to private properties, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements (including any revised internal layout changes resulting from the change) in consultation with Auckland Transport and the affected landowner.

G. NorthWest Construction and Traffic Management Plan

- a) The Requiring Authority must submit a Site-Specific Construction and Traffic Management Plan – NorthWest Centre (CTMP-NW) for certification in accordance with Condition C. The objective of the CTMP-NW is to avoid, remedy or mitigate the potential adverse effects of construction activities, including those associated with vibration, dust, pedestrian access, vehicle access, manoeuvring and on-site parking provision, at the NorthWest Shopping Centre. Where there is any inconsistency between the CTMP-NW and any other management plan, the provisions of the CTMP-NW shall prevail.
- b) The CTMP-NW must include practicable measures, including staging of work, that the Requiring Authority is required to adopt to:
 - i. Address how the Requiring Authority will manage the staging of all work within 500m of NorthWest Shopping Centre to avoid or mitigate effects on the operation of the centre;
 - ii. Ensure safe and efficient vehicular and pedestrian customer access into and out of the NorthWest Shopping Centre site is maintained at the same or similar level of service, scale, form and proximity of access to the current NorthWest Shopping Centre, including existing customer and emergency vehicle access to and from Gunton Drive (maintaining one signalised accessway catering for the same number of traffic lanes and turning movements as currently exist, plus one priority controlled, all-turns accessway) and Tawhia Drive (one priority controlled, all-turns vehicle crossing), as well as ongoing delivery and service vehicle access to both Woolworths NorthWest and the wider NorthWest Shopping Centre;
 - iii. The means by which appropriate safe and efficient service and delivery vehicle access to the existing loading dock of Woolworths NorthWest, Farmers and other existing loading docks within NorthWest Shopping Centre, will be maintained to provide for their business activities. The Requiring Authority shall ensure that the NorthWest Shopping Centre loading docks (including the Woolworths Northwest loading dock) shall be operational at all times. This includes:
 - A. Enabling a 23m High Productivity Motor Vehicle (HPMV) semi-trailer to enter the dock without any delay related to construction activities between specified time periods;
 - B. Ensuring that any changes to the surrounding road network can be arranged to accommodate a 23m HPMV semi-trailer to safely enter the NorthWest Shopping Centre site and Woolworths service dock. Any such changes must be completed before any works on Gunton Road and Tawhia Drive commence or any changes are made to NorthWest Shopping Centre loading dock;
 - C. Enabling other loading vehicles (smaller trucks and vans) to enter and exit the dock at all times via a controlled entrance through the construction site;
 - D. Providing for the NorthWest Shopping Centre's existing arrangements for waste and recycling materials collection.
 - iv. The means by which the overall Level of Service of all roadways and intersections adjacent to the NorthWest Centre and the access routes for customers of the NorthWest Centre leading from Hobsonville Road and SH16, will be maintained throughout the construction period of the Project;
 - v. Provide for the efficient access of emergency vehicles (Fire and Ambulance) to NorthWest at all times;
 - vi. How construction of temporary or new access points will ensure the maintenance and operating capacity of access to and from the NorthWest Shopping Centre when any existing access points are temporarily closed or restricted due to Project construction activities;
 - vii. The traffic management measures to maintain access for NorthWest customer access to and from Gunton Drive and via the Gunton Drive/Fred Taylor Drive intersection at all times;
 - viii. Provision for additional measures, such as construction staging, to avoid construction activities which impact traffic capacity to and from NorthWest Shopping Centre during the annual holiday trading period between 1 November to 7 February each year;

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- ix. Provision for Project-related staff parking areas that are located such that Project-related parking is avoided within the NorthWest Shopping Centre;
 - x. Ensure that owners and tenants at NorthWest Shopping Centre, are provided with a minimum of 20 (twenty) days' notice of material changes to traffic management, and enable feedback to be provided on these changes before they are adopted;
 - xi. Identify the methods for wayfinding and advertising (signage) into and out of the NorthWest Shopping Centre site during construction, including for specific tenancies where requested, and signage on the main approaches to the NorthWest Shopping Centre to advertise that the "NorthWest Centre remains open" during construction of the Project;
 - xii. Wayfinding in the wider area for the purpose of reducing congestion in the vicinity of NorthWest Shopping Centre;
 - xiii. Appointment of a liaison person and the procedure for regular meetings, to be held at least monthly or at an alternative frequency as agreed between the Requiring Authority, Stride Holdings Limited, and major tenants, during the construction period for the Project;
 - xiv. The means by which construction related dust in the vicinity of NorthWest Shopping Centre will be controlled to mitigate any adverse effects on owners, tenants, and customers of the NorthWest Shopping Centre;
 - xv. Ensure that construction debris, waste and sediment will be managed within the Project construction footprint so it does not enter NorthWest Shopping Centre;
 - xvi. The means by which any overland flow of stormwater in excess of that currently entering NorthWest Shopping Centre will be managed during construction to prevent any increased overland flows (including during storm events) entering the NorthWest Shopping Centre site;
 - xvii. Appointment of a liaison person and the procedure for regular meetings, to be held at least monthly or at an alternative frequency as agreed between the Requiring Authority, Stride Holdings Limited, and any major tenants, during the construction period for the Project;
 - xviii. In the event that any of the thresholds above are exceeded the Requiring Authority is to give details of the exceedance to the Auckland Council Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz) together with notice of measures to be implemented.
 - xix. A procedure for monitoring, reporting and review of the performance of the CTMP – NW during the construction period. The results of the monitoring and reporting must be shared with Stride Holdings Limited each quarter (every three months). These results must also be provided to the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz)
- c) A review of the CTMP-NW must be undertaken twice annually or due to the following:
- i. As a result of a material change to the project;
 - ii. To address unforeseen or materially greater adverse effects arising from construction of the Project
- d) A review of the CTMP-NW must take into consideration:
- i. Any changes to construction methods; and
 - ii. Results of monitoring and reporting procedures associated with the management of access to and from the NorthWest Shopping Centre during the Project construction period (including monitoring of customer access and queuing during the annual holiday trading period between 1 November to 7 February each year); and
 - iii. any mitigation measures to address unforeseen or materially greater adverse access and movement effects during construction of the Project.

Operational Conditions

H. Operational access and egress at NorthWest Shopping Centre

The Requiring Authority must maintain (as a minimum) the same number of entry and exit lanes, turning movements and intersection controls between Gunton Drive and NorthWest Centre as currently exists. Provision must also be made for the establishment of an additional left turn entry-only access leading into the NorthWest Centre from Gunton Drive as shown on the Buchan Drawing A-RC-2010 (Rev B, 28/02/20) "Northwest Shopping Centre Expansion" as attached to Auckland Council approved resource consent LUC60350368 dated 04/05/2020.