

Technical Specialist Memo – Parks & Community Facilities

To: Warwick Pascoe – Premium Project Lead
Celia Wong – Senior Planner, Resource Consents
Louise Barclay & Jo Hart – Senior Planner, Notices of Requirement

From: Douglas Sadlier – Senior Parks Planner, Parks & Community Facilities

Qualifications & Relevant Experience: I hold the qualifications of Master of Urban Design (hons); Bachelor of Planning; Bachelor of Arts; and a Post-Graduate Diploma in Business (Quality Management) obtained from the University of Auckland and a Business Diploma in Management from the New Zealand Institute of Management.
I am a full member of the New Zealand Planning Institute. I have prepared expert evidence and technical assessments for resource consent applications, plan changes, notices of requirement for designation and fast-track applications, and have appeared as an expert witness before consent authorities and the Environment Court on multiple occasions.

Preparation in Accordance with the Code of Conduct: I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses ([Code](#)), and have complied with it in the preparation of this memorandum. I also agree to follow the Code when participating in any subsequent processes, such as expert conferencing, directed by the Panel. I confirm that the opinions I have expressed are within my area of expertise and are my own, except where I have stated that I am relying on the work or evidence of others, which I have specified.

Signed: 

Date: 27 March 2026

For release by: Hester Gerber - Parks Agency Lead
27/03/2026 

1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name:

Northwest Rapid Transit

Fast-Track application number:

FTAA-2511-1146

Council Resource Consent References:

BUN60461580

LUC60461581

DIS60461582 (contamination)

CST60461583 (structures)

CST60461584 (disturbance of seabed (other))

CST60461585 (veg removal)

WAT60461586 (groundwater)

LUS60461587 (structure)

LUS60461588 (works)

Notice(s) of Requirement

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

Site address:

Generally along State Highway 16 between Brigham Creek and Auckland City Centre

- NWRT_Part 6_5_Property Schedule_Land within designation boundary and
- NWRT_Part 6_6_Property Schedule_Land adjacent to the designation boundary)

2.0 Executive Summary / Principal Issues

Over the twenty-five (25) project timeframe the Northwest Rapid Transit – Notice of Requirement(s) 1-12 impact upon open space zoned land owned by Auckland Council and managed by Parks and Community Facilities (PCF).

PCF have recommended amendments to the resource consent conditions and designation conditions.

These recommended amendments to conditions will assist the Requirement Authority (NZTA) in the development of place-based Park Management and Mitigation Plan(s) at least 24 months prior to the start of detailed design for stage works.

Auckland Council has purchased specific listed open space areas within Northwest Rapid Transit – Notice of Requirement(s) 1-12 locations on behalf of the public and as such there is an expectation that these areas can still be utilised for open space community passive and recreation use and not be excluded from this use because of the Notice of Requirement (NOR) designations.

3.0 Documents Reviewed

- Te Ara Hauauru Northwest Rapid Transit – Part 4 – Resource Management Act 1991 Approvals, prepared by NZTA, 15 December 2025.
- Te Ara Hauauru Northwest Rapid Transit – Part 2 – The Project, prepared by NZTA, 15 December 2025.
- Indicative Design(s) West & East / Indicative Cross Section – Part 6 (1, 2 and 3), prepared by NZTA, November 2026.
- Designation Plans – Part 6 (4), prepared by NZTA.
- Te Ara Hauauru Northwest Rapid Transit – Arboricultural Management of Pohutukawa and Notable Trees, prepared by Leon Saxton, 15 December 2025.
- Te Ara Hauauru Northwest Rapid Transit – Landscape and Visual Assessment, prepared by Matthew Jones, 15 December 2025.

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

Resource Consent Conditions

Communication with NZTA (Requirement Authority)

Over the past year 2025-2026, PCF specialists and Land and Property Advisory specialists have been communicating with NZTA on the potential impacts of the Fast Track Resource Consent on land owned by Auckland Council and zoned open space.

These email communications, including digital presentations, have concluded with PCF and Land and Property Advisory recommending amendments to the resource consent conditions to include the Auckland Council Parks & Community Facilities Department and recognise Park Management and Mitigation Plans.

The recommended amended conditions are included in Section 7 below.

Open Space Zoned Land – Place Based Designation Conditions

Communication with NZTA (Requirement Authority)

Over the past year 2025-2026 PCF specialists and Land and Property Advisory specialists have been communicating with NZTA on the potential impacts of the Northwest Rapid Transit – Notice of Requirement(s) 1-12 on land owned by Auckland Council and zoned open space.

These email communications, including digital presentations, have concluded with PCF and Land and Property Advisory recommending specific designation conditions tied to specific land parcels zoned open space that are located along the NW Rapid Transit corridor. The recommended conditions are included in Section 8 below.

The reasons for specific parks designation conditions are as follows:

- The open space areas identified in the recommended designation conditions provide wellbeing amenity, green space (recreational, environmental and ecological) and community infrastructure allowing for both passive and active activities for the neighbourhoods that connect and live in close (and not so close) proximity to them.
- Insights from Auckland Council's Parks Customer Experience (CX) program for the local board areas that the Northwest (NW) Rapid Transit will pass through, highlight the importance of accessible neighbourhood open space for community wellbeing and recreation. Survey results show 77% of visitors report parks help improve mental wellbeing, 65% visit to connect with nature, and 71% use parks to spend quality time with others, while 69% visit to stay active. Approximately 68% of Aucklanders visited a park within the last three months, with local parks the most commonly accessed (48%). Within local parks, frequently used spaces include playgrounds (63%), grassy open areas (52%), dog walking areas (31%), and sports fields (30%), supporting activities such as walking (74%), playing (26%), and relaxing (21%).
- With the Auckland Unitary Plan (Operative in Part) (AUP(OP)) allowing for higher residential built densities in the suburbs from Westgate to Western Springs, in line with the location approximation of the NW Rapid Transit, less green outdoor living space is available for these new residents homes, especially with build out over the next 25 years, meaning an even greater reliance on existing parks in these areas in the future.
- Auckland Council has purchased these specific listed open space areas and as such there is an expectation that these areas can still be utilised for open space community use and not excluded from this use because of the Notice of Requirement (NOR) designation.

- The construction and operation of the NW Rapid Transit may result in the loss or modification of trees within local parks that contribute to the urban ngahere. These effects include reduced canopy cover, fragmentation of green networks, loss of amenity and shade, and impacts on habitat values. Such outcomes may undermine previous Council and community efforts to establish and maintain a resilient urban forest. These would also have a direct impact on climate change objectives in terms of reducing heat radiation and enhancement of shade cover.
- Allowing for Park Management and Mitigation Planning twenty-four (24) months prior to the start of detailed design will help minimise, as far as practicable, adverse effects from the project on the recreation amenity and connectivity of these specific impacted and conditioned open space areas.
- Providing a designation condition framework for impacted open space zoned areas over the twenty-five-year timeframe of the NOR is a reasonable request for Auckland Council Parks and Community Facilities (PCF) work program planning, budgeting and management.
- In several parks, environmental restoration and park infrastructure has been undertaken by Council and/or community-led groups. Where such areas are removed or significantly modified to accommodate infrastructure (such as the NW Rapid Transit construction), there is potential for reputational impact to Council. This includes the perception that previous investment, community effort, and environmental outcomes are being undermined or reversed.

5.0 Section 67 Information Gap

I have identified that there are no section 67 information gaps.

6.0 Recommendation

PCF and Land and Property Advisory support the application based on the information available and subject to the applicant NZTA (the Requiring Authority) agreeing and including the recommended amended terms and conditions into the resource consent and designation consent conditions process.

7.0 Proposed Conditions (Resource Consent)

Proposing additional resource consent terms and amended resource consent conditions.

Resource Consent Condition Review

Add the following acronym / term and definition / meaning used in the resource consent conditions as follows:

Acronym / term	Definition / meaning
PCF	Auckland Council Parks & Community Facilities
PMMP	Park Management and Mitigation Plan

Amend NOR number – All - Condition number 2 – Management Plans by adding a new (c) roman numeral **(iv) Auckland Council Parks & Community Facilities.**

Amend NOR number – All - Condition number 3 – Certification by adding a new (b) roman numeral **(v) Park Management and Mitigation Plan.**

8.0 Proposed Conditions (Notices of Requirement)

Proposing additional designation terms and additional designation conditions.

Designation Condition Review

Add the following acronym / term and definition / meaning used in the designation conditions as follows:

Acronym / term	Definition / meaning
PCF	Auckland Council Parks & Community Facilities
PMMP	Park Management and Mitigation Plan

Amend NOR number – All - Condition number 3 – Outline Plan(s) and Management Plans by adding a new roman numeral **(iv) Park Management and Mitigation Plan.**

Add the following PCF designation conditions with the pre-construction conditions section as follows:

NOR number	Condition number	Condition
2	16	<p>Stormwater Basin Reserve - 26 Westgate Drive Maintain and manage pedestrian/cycle connectivity for this important local pedestrian / cyclist bridge connection from east to west over and across the motorway during construction works.</p>
2	17	<p>Manutewhau Walk Maintain and manage pedestrian/cycle connectivity for this important local pedestrian / cyclist bridge connection from east to west over and across the motorway during construction works.</p>
2	18	<p>Pukewhakatara / Rush Creek Reserve - Lot 1 DP 200724</p> <p>If use of the parkland does proceed, PCF shall be invited to participate in the development of the PMMP at least 24 months prior to the start of detailed design for stage works that will impact on the park.</p> <p>The objectives of the PMMP is to minimise, as far as practicable, adverse effects from the project on the recreation amenity and connectivity within the park and Manawhenua values. To achieve the objective, the PMMP shall include details of:</p> <ul style="list-style-type: none"> • How ongoing public access through the reserve, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Address the aesthetic dominance of any buildings and interfaces with the reserve through sympathetic design. • That Mana whenua is invited to provide the name and narrative for this park so that there is a connection to this space that needs to be acknowledged. • Opportunities to coordinate the forward work programme for the parks, where appropriate, with PCF. • Measures to reasonably maintain the existing service level of the affected park, including any temporary or permanent reconfiguration or replacement of park facilities. <p><u>Advice Note:</u></p> <p><i>PCF do not support the use of parkland to relocate the substation as it will devalue the land and limit Council's future recreational and conservational use of the land.</i></p> <p><i>PCF recommend the Requirement Authority use an alternative site (3 Maki Street) that is closer to the area impacted.</i></p>

3	19	<p>Huruhuru Reserve / 340 Triangle Road</p> <p>PCF shall be invited to participate in the development of an open space construction plan at least 24 months prior to the start of detailed design for stage works that will impact on the reserve.</p> <p>The temporary occupation proposed by New Zealand Transport Agency (NZTA) the Requirement Authority will need to minimise, as far as practicable, adverse effects from the project on the ecological and environmental aspects of the reserve.</p> <p>This may entail replanting and/or weed control for mitigation and possible fencing to manage future encroachments.</p> <p><u>Advice Note:</u></p> <p><i>332 Triangle Road seems to have privatised part of the esplanade.</i></p>
3	20	<p>Flanshaw Esplanade Reserve</p> <p>Prior to the start of the lease, and/or temporary occupation for construction for a stage of work that will impact on the esplanade reserve, PCF shall be invited to participate in the development of the PMMP at least 24 months prior to the start of detailed design for stage works that will impact on the esplanade reserve.</p> <p>The objectives of the PMMP is to minimise, as far as practicable, adverse effects from the project on the recreation amenity and connectivity within the esplanade reserve. To achieve the objective, the PMMP shall include details of:</p> <ul style="list-style-type: none"> • How ongoing public access (walking and cycling) through the esplanade reserve, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Opportunities to coordinate the forward work programme for the esplanade, where appropriate, with PCF. • Measures to reasonably maintain the existing service level of the affected esplanade, including any temporary or permanent reconfiguration or replacement of esplanade reserve facilities. • How matters raised by PCF and relevant stakeholders have been incorporated into the PMMP, and where matters have not been incorporated, the reasons why not. <p><u>Advice Note:</u></p> <p><i>PCF notes that the two existing entry and exit points along the northwestern cycleway are key access points to the Lincoln, Henderson and Te Atatu South communities. If these access points are obstructed users will have to divert to the suburban road network for longer travel times and greater safety risk where there is no separation from vehicles.</i></p>

3	21	<p>Harbourview – Orangihina Park</p> <p>Prior to the start of the permanent occupation and acquisition for busway connection and off ramp construction along the southwestern boundary that will impact on the park, PCF shall be invited to participate in the development of the PMMP at least 24 months prior to the start of detailed design for stage works that will impact on the park.</p> <p>The objectives of the PMMP are to minimise, as far as practicable, adverse effects from the project, on the recreation amenity and connectivity within the loss of the park and future marae development within the park. To achieve the objective, the PMMP shall include details of:</p> <ul style="list-style-type: none"> • How ongoing public access (walking and cycling) through the park, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Opportunities to coordinate the forward work programme for the park, where appropriate, with PCF. • Consider impact on leasing arrangements with Pony Club. • Consider the impact on the future marae development and access to this development. • Measures to reasonably maintain the existing service level of the affected park, including any temporary or permanent reconfiguration or replacement of park reserve facilities. • How matters raised by PCF and relevant stakeholders have been incorporated into the PMMP, and where matters have not been incorporated, the reasons why not. • How the proposed works can be incorporated into the Harbourview-Orangihina Park Master Plan 2019. • How potential mitigation works would align with the Harbourview-Orangihina Park Community Restoration Plan. <p><u>Advice Note:</u></p> <p><i>The southern pathway connection to Te Atatu Road was only constructed in 2024.</i></p> <p><i>NZTA, the Requirement Authority, needs to consider connectivity to cycle lane connection to northwestern cycleway and separate extensive coastal Whau Pathway. If this access point is obstructed pedestrian and cycle users will have to divert to the suburban pathway and road network for longer travel times and greater safety risk where there is no separation from vehicles.</i></p>
8	22	<p>McCormick Green</p> <p>Prior to the start of the permanent occupation for construction for a stage of work that will impact on the park, PCF shall be invited to participate in the development of the PMMP at least 24 months prior to the start of detailed design for stage works that will impact on the park.</p>

		<p>The objectives of the PMMP is to minimise, as far as practicable, adverse effects from the project on the loss of open space recreation amenity and connectivity to the community due to the permanent loss of this open space. To achieve the objective, the PMMP shall include details of:</p> <ul style="list-style-type: none"> • How ongoing public access (walking and cycling) through the park, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Opportunities to coordinate the forward work programme for the park, where appropriate, with PCF. • Mitigation to replace the loss of open space and existing service level of the affected park. • How matters raised by PCF and relevant stakeholders have been incorporated into the PMMP, and where matters have not been incorporated, the reasons why not. <p><i>Advice Note:</i></p> <p><i>PCF notes that there is a cycle and pedestrian path connection from McCormick Road through the Park that is a key connector access point to the northwest cycleway and to Rutherford College for the Te Atatu South community.</i></p> <p><i>NZTA, the Requirement Authority, needs to consider connectivity to the new and extensive coastal Whau Pathway.</i></p> <p><i>PCF notes that the cost of replacing the McCormick Green open space amenity on replacement land within designation of similar area and recreational value rests with NZTA, the Requirement Authority, and not Auckland Council.</i></p>
10 and 12	23	<p>Western Springs Garden Park</p> <p>Prior to the start of the lease, and/or temporary occupation and/or permanent occupation for construction for a new bridge crossing onramp and busway stage of work that will impact on the park including the loss of the Western Springs Community Hall and carparking and impact upon a strand of several mature Pohutukawa trees and impact recycling activities.</p> <p>PCF shall be invited to participate in the development of the PMMP at least 24 months prior to the start of detailed design for stage works that will impact on the park.</p> <p>The objectives of the PMMP is to minimise, as far as practicable, adverse effects from the project on the loss of open space recreation amenity and connectivity to the community due to the permanent loss of the community hall and carparking and potential impact on mature Pohutukawa trees and other park green space and impact on recycling area. To achieve the objective, the PMMP shall include details of:</p>

		<ul style="list-style-type: none"> • How ongoing public access (walking and cycling) through the park, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Opportunities to coordinate the forward work programme for the park, where appropriate, with PCF. • Mitigation to replace the loss of open space community hall, car parking and existing service level of the affected park facilities. • Measures to reasonably maintain the existing service level of the other affected park elements, including impact on the significant strand of Pohutukawa trees, recycling space, and any temporary or permanent reconfiguration or replacement of esplanade park facilities. • How matters raised by PCF and relevant stakeholders have been incorporated into the PMMP, and where matters have not been incorporated, the reasons why not. <p><u>Advice Note:</u></p> <p><i>PCF notes that the cost of replacing the Western Springs Community Hall and carparking and its relevant community service level requirements on replacement land within designation of similar area and recreational value rests with NZTA, the Requirement Authority, and not Auckland Council.</i></p>
10	24	<p>Arch Hill Reserve</p> <p>Prior to the start of the lease, and/or temporary occupation and/or permanent occupation for construction of the busway that includes Arch Hill Reserve Playground to be relocated, a stormwater pond to be formed, impact on biking areas and a wetland to be moved to the west to avoid impact on playground.</p> <p>PCF shall be invited to participate in the development of the PMMP at least 24 months prior to the start of detailed design for stage works that will impact on the reserve.</p> <p>The objectives of the PMMP is to minimise, as far as practicable, adverse effects from the project on the recreation amenity and connectivity and bike activities within the reserve. To achieve the objective, the PMMP shall include details of:</p> <ul style="list-style-type: none"> • How ongoing public access (walking and cycling) through the reserve, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Opportunities to coordinate the forward work programme for the reserve, where appropriate, with PCF. • Measures to reasonably maintain the existing service level of the affected reserve, including any temporary or permanent reconfiguration or replacement of esplanade park facilities. • How matters raised by PCF and relevant stakeholders have been incorporated into the PMMP, and where matters have not been incorporated, the reasons why not.

9.0 Designation Review Matrix – Specialist Review				
NOR number	Location Description	Information Adequacy (High / Moderate / Low)	Key Issues Identified	Comments / Recommendations
NoR 1	Busway between Brigham Creek Rarawaru station and north of Westgate Te Waiarohia station (including stations, Park and Ride and all local road connections) (0.3km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 2	Busway between north of Westgate Te Waiarohia station and north of Royal Road Mānutewhau station (including stations, Park and Ride and all local road connections) (3.3km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation conditions numbered 16, 17 and 18 (above) are relevant for NoR 2.	PCF and Land and Property Advisory recommends that proposed designation conditions numbered 16, 17 and 18 (above) are included in NoR 2.
NoR 3	Busway between Royal Road Mānutewhau Station and Te Whau River (including all stations and local road connections) (5km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation conditions numbered 19, 20 and 21 (above) are relevant for NoR 3.	PCF and Land and Property Advisory recommends that proposed designation conditions numbered 19, 20 and 21 (above) are included in NoR 3.
NoR 4	Brigham Creek Rarawaru station including Park and Ride (within NoR 1)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 5	Westgate Te Waiarohia station (within NoR 2)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 6	Royal Road Mānutewhau station (within NoR 3)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 7	Lincoln Road Wai o Pareira station (within NoR 3)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 8	Te Atatū Ōrangihina station (within NoR 3)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation condition numbered 22 (above) is relevant for NoR 8.	PCF and Land and Property Advisory recommends that proposed designation condition numbered 22 (above) is included in NoR 8.
NoR 9	Busway between Waterview interchange and west of Ivanhoe Road (including all stations and local road connections) (2.7km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 10	Busway between Ivanhoe Road and Ian McKinnon Drive (including all stations and local road connections) (2.7km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation conditions numbered 23 and 24 (above) are relevant for NoR 10.	PCF and Land and Property Advisory recommends that proposed designation conditions numbered 23 and 24 (above) are included in NoR 10.
NoR 11	Point Chevalier station (within NoR 9)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 12	Western Springs station (within NoR 10)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation condition numbered 24 (above) is relevant for NoR 12.	PCF and Land and Property Advisory recommends that proposed designation condition numbered 24 (above) is included in NoR 12.


Technical Addendum Memo – Parks & Community Facilities

To: Warwick Pascoe – Premium Project Lead
Celia Wong – Senior Planner, Resource Consents
Louise Barclay & Jo Hart – Senior Planner, Notices of Requirement

From: Lesley Wolfensberger-Betts – Parks Planner, Parks & Community Facilities (minor additions and amendments)

Qualifications & Relevant Experience: Lesley Wolfensberger-Betts – I hold the qualifications of Bachelor of Arts degree in Geography and Environmental Management and Bachelor of Arts Honours degree in Geography. I have 11 years of Local Government work experience in the environmental management, planning and resource consenting field.

Preparation in Accordance with the Code of Conduct: I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses (Code) and have complied with it in the preparation of this memorandum. I also agree to follow the Code when participating in any subsequent processes, such as expert conferencing, directed by the Panel. I confirm that the opinions I have expressed are within my area of expertise and are my own, except where I have stated that I am relying on the work or evidence of others, which I have specified.

Signed: 
minor additions – 22 May 2026]

Date: 22 May 2026

For release by: Hester Gerber - Parks Agency Lead
22/05/2026 

Application and property details

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Northwest Rapid Transit

Fast-Track application number:

FTAA-2511-1146

Council Resource Consent References:

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LUC60461581

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Site address:

Generally along State Highway 16 between Brigham Creek and Auckland City Centre

- NWRP_Part 6_5_Property Schedule_Land within designation boundary and
- NWRP_Part 6_6_Property Schedule_Land adjacent to the designation boundary)

2.0 Executive Summary / Principal Issues

Over the twenty-five (25) project timeframe the Northwest Rapid Transit – Notice of Requirement(s) 1-12 impact upon open space zoned land owned by Auckland Council and managed by Parks and Community Facilities (PCF).

PCF have recommended amendments to the resource consent conditions and designation conditions.

These recommended amendments to conditions will assist the Requirement Authority (NZTA) in the development of place-based Open Space Construction Management Plan(s) and Open Space Mitigation Management Plan(S) at least 24 months prior to the start of detailed design for stage works.

Auckland Council has purchased specific listed open space areas within Northwest Rapid Transit – Notice of Requirement(s) 1-12 locations on behalf of the public and as such there is an expectation that these areas can still be utilised for open space community passive and recreation use and not be excluded from this use because of the Notice of Requirement (NOR) designations.

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- Te Ara Hauauru Northwest Rapid Transit – Arboricultural Management of Pohutukawa and Notable Trees, prepared by Leon Saxton, 15 December 2025.
- Te Ara Hauauru Northwest Rapid Transit – Landscape and Visual Assessment, prepared by Matthew Jones, 15 December 2025.

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

Resource Consent Conditions

This assessment and subsequent amended conditions are in furtherance to the memo issued by Parks and Community Facilities on 27 March 2026. This is a result of further queries and clarification related to the information contained in the memo of 7 March 2026.

All references to Park Management and Mitigation Plans (PMMP) have been changed to Open Space Construction Management Plan (OSCMP) and Open Space Mitigation Plan (OSMP) and any additional assessment has been underlined for ease of reference.

1. Further clarification for the need of the 24 month time period.

- Requiring Auckland Council to be engaged in the development of the OSCMP and OSMP at least twenty-four (24) months prior to the commencement of detailed design for works effecting public open space, will help minimise adverse effects on recreation, amenity, connectivity, ecological values and the ongoing functionality of affected open space areas. Early engagement enables proactive identification and resolution that reduces the risk of costly redesigns, ensures compliance with statutory and policy requirements, and supports coordinated outcomes between transport infrastructure and surrounding open space networks, ultimately enabling the detailed design phase to proceed efficiently with clear direction and agreed objectives for the management and protection of open space assets.
- Under the Public Works Act 1981 (PWA), land acquisition is deemed a compensation and acquisition mechanism only and does not provide any statutory ability to impose conditions. The PWA does not regulate land use or authorise works; it simply transfers land and ensures the owner is appropriately compensated. Any requirements for tree retention, replacement planting, landscape mitigation, or open-space outcomes must therefore be secured through other statutory tools, most critically conditions on designations or resource consents under the Resource Management Act 1991 and must be settled before PWA acquisition commences. Accordingly, reliance should not be placed on the PWA to achieve urban ngahere or open space outcomes; these must be placed through planning approvals at the designation or consent stage.

5.0 Section 67 Information Gap

6.0 Recommendation

PCF and Land and Property Advisory support the application based on the information available and subject to the applicant NZTA (the Requiring Authority) agreeing and including the recommended amended terms and conditions into the resource consent and designation consent conditions process.

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Acronym / term	Definition / meaning
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<u>OSCMP</u>	<u>Open Space Construction Management Plan</u>
<u>OSMP</u>	<u>Open Space Mitigation Plan</u>

Amend NOR number – All - Condition number 3 – Certification by adding a new (b) roman numeral **(v) Open Space Construction Management Plan and roman numeral (vi) Open Space Mitigation Plan.**

8.0 Proposed Conditions (Notices of Requirement)

Proposing additional designation terms and additional designation conditions.

Designation Condition Review

Add the following acronym / term and definition / meaning used in the designation conditions as follows:

Acronym / term	Definition / meaning
PCF	Auckland Council Parks & Community Facilities
<u>OSCMP</u>	<u>Open Space Construction Management Plan</u>
<u>OSMP</u>	<u>Open Space Mitigation Plan</u>

Amend NOR number – All - Condition number 3 – Outline Plan(s) and Management Plans by adding a new roman numeral **(iv) Open Space Construction Management Plan and roman numeral (v) Open Space Mitigation Plan.**

Add the following PCF designation conditions with the pre-construction conditions section as follows:

NOR number	Condition number	Condition
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2, 3, 8, 10, 12	15	<p><u>Open Space Mitigation Management Plan (OSCMP)</u></p> <p><u>Prior to the lease, acquisition, occupation, and/or commencement of any public open space area (whichever occurs first), the consent holder must prepare and submit an Open Space Construction Management Plan (OSCMP) to the Council for certification.</u></p> <p><u>The OSCMP must demonstrate how construction activities will be undertaken to achieve the objectives of the OSCMP and comply with the relevant conditions of consent. The consent holder must implement and comply with the certified OSCMP for the duration of the relevant works. Any subsequent review of the OSCMP must also be submitted to Council for certification prior to the amended measures being implemented. The consent holder must meet all the costs of the preparation, implementation, certification, monitoring and review of the OSCMP.</u></p> <p><u>The overall objectives of the OSCMP must be to set out the construction management practices, staging, and mitigation measures to be adopted to ensure compliance with the consent conditions and to meet, but not be limited to, the following objectives:</u></p> <ul style="list-style-type: none"> • <u>minimise, adverse effects of construction activities on public open space, parks, reserves, esplanade reserves, recreational users, neighbouring communities, and open space values.</u> • <u>maintain, safe and functional public access, recreational connectivity, and usability of parks, shared paths, walkways, and associated open space infrastructure during construction activities.</u> • <u>maintain public safety, including the appropriate separation and management of construction activities on and adjacent to public recreation.</u> • <u>manage temporary closures and staging activities affecting public open space and recreational networks.</u> • <u>avoid damage to public assets.</u> • <u>minimise disruption to organised recreation such as leased or licensed activities, community facilities, events, and existing service levels within affected parks and open spaces, including the provision of temporary alternative arrangements.</u> • <u>ensure construction activities do not compromise Mana Whenua values of affected public open space areas.</u> • <u>provide for communication, monitoring, adaptive management, and ongoing engagement with all relevant stakeholders throughout construction activities, where required.</u> • <u>align remediation, reinstatement, planting, restoration, and mitigation works with existing reserve management objectives, ecological restoration plans, or approved open space outcomes where applicable.</u> <p><u>Parks and Community Facilities must be invited to participate in the development of the OSCMP at least 24 months prior to the start of detailed design for stage works that will impact on the reserve.</u></p>
2, 3, 8, 10, 12	16	<p><u>Open Space Mitigation Plan (OSMP)</u></p> <p><u>Prior to the lease/acquisition or occupation of the site (whichever occurs first), the consent holder must submit an Open Space Mitigation Plan</u></p>

		<p><u>(OSMP) to the Council for certification, to confirm that the activities undertaken in accordance with the OSMP will achieve the objectives of the plan and compliance with the relevant consent conditions. Any subsequent review of the OSMP must also be submitted to Council for certification. The consent holder must meet the costs of the production, certification, monitoring and review of the OSMP.</u></p> <p><u>The overall objectives of the OSMP must be to set out the mitigation procedures to be adopted to ensure compliance with consent conditions and also to meet, but not be limited to the following objectives:</u></p> <ul style="list-style-type: none"> • <u>minimise, as far as practicable, adverse effects from the project on the ecological and environmental aspects of the reserves / esplanade reserves, parks and open spaces.</u> • <u>detail reinstatement of any assets to the same or better outcome to the satisfaction of Council.</u> • <u>Mitigate adverse effects caused by the project on the recreation amenity and connectivity within the parks and Manawhenua values</u> • <u>Mitigation to replace the loss of any park's infrastructure, including land, ensuring existing service levels of the affected parks are maintained.</u> • <u>Alignment of mitigation works with existing restoration plans.</u> <p><u>Parks and Community Facilities must be invited to participate in the development of the OSCMP at least 24 months prior to the start of detailed design for stage works that will impact on the reserve.</u></p>
2	17	<p><u>Westgate Pedestrian and Cycle Bridge</u></p> <p>The consent holder must facilitate and manage pedestrian/cycle connectivity for this important local pedestrian / cyclist bridge connection from east to west over and across the motorway during construction works to <u>ensure continuous connection between the Stormwater Basin Reserve and Manutewhau Walk.</u></p>
2	18	<p><u>Pukewhataratara / Rush Creek Reserve - Lot 1 DP 200724</u></p> <p><u>In order to minimise, as far as practicable, adverse recreational, amenity, connectivity effects on the park and Mana Whenua values, the consent holder must in addition to Conditions (15) and (16), demonstrate through the OSCMP and OSMP how the following specific objectives and mitigation measures will be implemented and achieved:</u></p> <ul style="list-style-type: none"> • How ongoing public access through the reserve, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Address the aesthetic dominance of any buildings and interfaces with the reserve through sympathetic design. • That Mana whenua is invited to provide the name and narrative for this park so that there is a connection to this space that needs to be acknowledged. • Opportunities to coordinate the forward work programme for the parks, where appropriate, with PCF.

		<ul style="list-style-type: none"> Measures to reasonably maintain the existing service level of the affected park, including any temporary or permanent reconfiguration or replacement of park facilities. <p><i>Advice Note:</i></p> <p><i>PCF do not support the use of parkland to relocate the substation as it will devalue the land and limit Council's future recreational and conservational use of the land.</i></p> <p><i>PCF recommend the Requirement Authority use an alternative site (3 Maki Street) that is closer to the area impacted.</i></p>
3	19	<p>Huruhuru Reserve / 340 Triangle Road</p> <p><u>In order to minimise, as far as practicable, adverse ecological and environmental effects on the reserves through temporary occupation, including waters, the consent holder must in addition to Conditions (15) and (16), demonstrate through the OSCMP and OSMP how the following specific objectives and mitigation measures will be implemented and achieved:</u></p> <ul style="list-style-type: none"> replanting and/or weed control for mitigation and possible fencing to manage future encroachments. <p><i>Advice Note:</i></p> <p><i>332 Triangle Road seems to have privatised part of the esplanade.</i></p>
3	20	<p>Flanshaw Esplanade Reserve</p> <p><u>In order to minimise, as far as practicable, adverse recreation and amenity effects on the esplanade, the consent holder must in addition to Conditions (15) and (16), demonstrate through the OSCMP and OSMP how the following specific objectives and mitigation measures will be implemented and achieved:</u></p> <ul style="list-style-type: none"> How ongoing public access (walking and cycling) through the esplanade reserve, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. Opportunities to coordinate the forward work programme for the esplanade, where appropriate, with PCF. Measures to reasonably maintain the existing service level of the affected esplanade, including any temporary or permanent reconfiguration or replacement of esplanade reserve facilities. How matters raised by PCF and relevant stakeholders have been incorporated into the OSCMP and OSMP, and where matters have not been incorporated, the reasons why not. <p><i>Advice Note:</i></p>

		<p>PCF notes that the two existing entry and exit points along the northwestern cycleway are key access points to the Lincoln, Henderson and Te Atatu South communities. If these access points are obstructed users will have to divert to the suburban road network for longer travel times and greater safety risk where there is no separation from vehicles.</p>
3	21	<p>Harbourview – Orangihina Park</p> <p><u>In order to minimise, as far as practicable, the loss of and adverse recreation amenity and connectivity within park and future marae development, the consent holder must in addition to Conditions (15) and (16), demonstrate through the OSCMP and OSMP how the following specific objectives and mitigation measures will be implemented and achieved:</u></p> <ul style="list-style-type: none"> • How ongoing public access (walking and cycling) through the park, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Opportunities to coordinate the forward work programme for the park, where appropriate, with PCF. • Consider impact on leasing arrangements with Pony Club. • Consider the impact on the future marae development and access to this development. • Measures to reasonably maintain the existing service level of the affected park, including any temporary or permanent reconfiguration or replacement of park reserve facilities. • How matters raised by PCF and relevant stakeholders have been incorporated into the OSCMP and OSMP, and where matters have not been incorporated, the reasons why not. • How the proposed works can be incorporated into the Harbourview-Orangihina Park Master Plan 2019. • How potential mitigation works would align with the Harbourview-Orangihina Park Community Restoration Plan. <p><u>Advice Note:</u></p> <p><i>The southern pathway connection to Te Atatu Road was only constructed in 2024.</i></p> <p><i>NZTA, the Requirement Authority, needs to consider connectivity to cycle lane connection to northwestern cycleway and separate extensive coastal Whau Pathway. If this access point is obstructed pedestrian and cycle users will have to divert to the suburban pathway and road network for longer travel times and greater safety risk where there is no separation from vehicles.</i></p>
8	22	<p>McCormick Green</p>

		<p><u>In order to minimise, as far as practicable, adverse recreation, amenity and connectivity effects on land owners and all users of the park as a result of permanent loss of open space, the consent holder must in addition to Conditions (15) and (16), demonstrate through the OSCMP and OSMP how the following specific objectives and mitigation measures will be implemented and achieved</u></p> <ul style="list-style-type: none"> • How ongoing public access (walking and cycling) through the park, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Opportunities to coordinate the forward work programme for the park, where appropriate, with PCF. • Mitigation to replace the loss of open space and existing service level of the affected park. • How matters raised by PCF and relevant stakeholders have been incorporated into the OSCMP and OSMP, and where matters have not been incorporated, the reasons why not. <p><u>Advice Note:</u></p> <p><i>PCF notes that there is a cycle and pedestrian path connection from McCormick Road through the Park that is a key connector access point to the northwest cycleway and to Rutherford College for the Te Atatu South community.</i></p> <p><i>NZTA, the Requirement Authority, needs to consider connectivity to the new and extensive coastal Whau Pathway.</i></p> <p><i>PCF notes that the cost of replacing the McCormick Green open space amenity on replacement land within designation of similar area and recreational value rests with NZTA, the Requirement Authority, and not Auckland Council.</i></p>
10 and 12	23	<p>Western Springs Garden Park</p> <p><u>In order to minimise, as far as practicable, adverse recreation, amenity and connectivity effects on land owners and all users of the park as a result of permanent loss of recreation facilities, including the community hall, car parking, recycling and mature Pohutukawa, the consent holder must in addition to Conditions (15) and (16), demonstrate through the OSCMP and OSMP how the following specific objectives and mitigation measures will be implemented and achieved:</u></p> <ul style="list-style-type: none"> • How ongoing public access (walking and cycling) through the park, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. • Opportunities to coordinate the forward work programme for the park, where appropriate, with PCF. • Mitigation to replace the loss of open space community hall, car parking and existing service level of the affected park facilities.

		<ul style="list-style-type: none"> Measures to reasonably maintain the existing service level of the other affected park elements, including impact on the significant strand of Pohutukawa trees, recycling space, and any temporary or permanent reconfiguration or replacement of esplanade park facilities. How matters raised by PCF and relevant stakeholders have been incorporated into the OSCMP and OSMP, and where matters have not been incorporated, the reasons why not. <p><i>Advice Note:</i></p> <p><i>PCF notes that the cost of replacing the Western Springs Community Hall and carparking and its relevant community service level requirements on replacement land within designation of similar area and recreational value rests with NZTA, the Requirement Authority, and not Auckland Council.</i></p>
10	24	<p>Arch Hill Reserve</p> <p><u>In order to minimise adverse effects on recreation amenity, public access, connectivity, biking activities, ecological values, and all users of Arch Hill Reserve arising from the relocation of the playground, formation of the stormwater pond, impacts on biking areas, and relocation of the wetland area, the consent holder must, in addition to Conditions (15) and (16), demonstrate through the OSCMP and OSMP how the following specific objectives and mitigation measures will be implemented and achieved:</u></p> <ul style="list-style-type: none"> How ongoing public access (walking and cycling) through the reserve, during construction will be maintained in accordance with the Construction Traffic Management Plan (CTMP), condition #. Opportunities to coordinate the forward work programme for the reserve, where appropriate, with PCF. Measures to reasonably maintain the existing service level of the affected reserve, including any temporary or permanent reconfiguration or replacement of esplanade park facilities. How matters raised by PCF and relevant stakeholders have been incorporated into the OSCMP and OSMP, and where matters have not been incorporated, the reasons why not.

9.0 Designation Review Matrix – Specialist Review

NOR number	Location Description	Information Adequacy (High / Moderate / Low)	Key Issues Identified	Comments / Recommendations
NoR 1	Busway between Brigham Creek Rarawaru station and north of Westgate Te Waiarohia station (including stations, Park and Ride and all local road connections) (0.3km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 2	Busway between north of Westgate Te Waiarohia station and north of Royal Road Mānutewhau station (including stations, Park and Ride and all local road connections) (3.3km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation conditions numbered 15,16, 17 and 18 (above) are relevant for NoR 2.	PCF and Land and Property Advisory recommends that proposed designation conditions numbered 15,16, 17 and 18 (above) are included in NoR 2.
NoR 3	Busway between Royal Road Mānutewhau Station and Te Whau River (including all stations and local road connections) (5km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation conditions numbered 15, 16, 19, 20 and 21 (above) are relevant for NoR 3.	PCF and Land and Property Advisory recommends that proposed designation conditions numbered 15, 16, 19, 20 and 21 (above) are included in NoR 3.
NoR 4	Brigham Creek Rarawaru station including Park and Ride (within NoR 1)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 5	Westgate Te Waiarohia station (within NoR 2)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 6	Royal Road Mānutewhau station (within NoR 3)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 7	Lincoln Road Wai o Pareira station (within NoR 3)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 8	Te Atatū Ōrangihina station (within NoR 3)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation condition numbered 15, 16 and 22 (above) is relevant for NoR 8.	PCF and Land and Property Advisory recommends that proposed designation condition numbered 15, 16 and 22 (above) is included in NoR 8.
NoR 9	Busway between Waterview interchange and west of Ivanhoe Road (including all stations and local road connections) (2.7km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 10	Busway between Ivanhoe Road and Ian McKinnon Drive (including all stations and local road connections) (2.7km length)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation conditions numbered 15, 16, 23 and 24 (above) are relevant for NoR 10.	PCF and Land and Property Advisory recommends that proposed designation conditions numbered 15, 16, 23 and 24 (above) are included in NoR 10.
NoR 11	Point Chevalier station (within NoR 9)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	No key issues identified.	No comments or recommendations.
NoR 12	Western Springs station (within NoR 10)	<input checked="" type="checkbox"/> High <input type="checkbox"/> Mod <input type="checkbox"/> Low	Recommended PCF and Land and Property Advisory designation condition numbered 15, 16 and 23 (above) is relevant for NoR 12.	PCF and Land and Property Advisory recommends that proposed designation condition numbered 15, 16 and 23 (above) is included in NoR 12.