Appendix B – NZTA's comments on the Panel's draft designation conditions (updated 26 August 2026)

Te Ara Hauāuru Northwest Rapid Transit Project – Designation Conditions [DRAFT]

Purpose

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

Referencing

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

Notice of Requirement(s) overview

Reference	Notice of Requirement(s)
NoR 1	Busway between Brigham Creek Rarawaru station and Westgate Te Waiarohia station
NoR 2	Busway between Westgate Te Waiarohia station and Royal Road Mānutewhau station
NoR 3	Busway between Royal Road Mānutewhau station and Te Whau River
NoR 4	Brigham Creek Rarawaru station and Park and Ride
NoR 5	Westgate Te Waiarohia station
NoR 6	Royal Road Mānutewhau station
NoR 7	Lincoln Road Wai o Pareira station
NoR 8	Te Atatū Ōrangihina station
NoR 9	Busway between Waterview Interchange and Western Springs
NoR 10	Busway between Western Springs and Ian McKinnon Drive
NoR 11	Point Chevalier station
NoR 12	Western Springs station

Definitions

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

Acronyms and defined terms

Acronym/term	Definition/meaning
Arterial Roads	As identified in the planning maps of the Auckland Unitary Plan
AUP	Auckland Unitary Plan 2026
BPO	Means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to: (a) the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects

Acronym/term	Definition/meaning
	(b) the financial implications, and the effects on the environment, of that option when compared with other options (c) the current state of technical knowledge and the likelihood that the option can be successfully applied
CNVMP	Construction Noise and Vibration Management Plan
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
CTMP	Construction Traffic Management Plan
Council	Auckland Council
~~GMP~~	~~Geotechnical Management Plan~~
Manager	The Manager – Resource Consents of Council, or authorised delegate
NoR	Notice of Requirement
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Particularly Vibration Sensitive building	(a) Former ASB building (AUP Scheduled Heritage Building 2798), 1210 Great North Road, Point Chevalier (Fee Simple, 1/1, Part Lot 16 Deposited Plan 2300) (b) Ambassador Theatre (AUP Scheduled Heritage Building 1680), 1218-1220 Great North, Point Chevalier (Fee Simple, 1/1, Part Lot 2 Deposited Plan 21452 and Part Lot 1 Deposited Plan 9064)
Project	Te Ara Hauāuru Northwest Rapid Transit
Requiring Authority	NZ Transport Agency
RMA	Resource Management Act 1991
SQEP	A suitably qualified and experienced person, being a person who can provide sufficient evidence to demonstrate their suitability and competence.
TCMP	Transpower Construction Management Plan

Schedules

~~Schedule A Indicative Design West and Indicative Design East~~

Schedule B Danger Rating Matrix and Flood Hazard Ratings

Schedule C Supermarket Access – 1136 Great North Road, Point Chevalier

Schedule D Original building footprints, Commercial Building, Ambassador Theatre and Fisheries Building, Point Chevalier – NoRs 9 and 11

Schedule E Former Chamberlain Clubhouse – NoR 9

Schedule F Arch Hill Scenic Reserve – NoR 10

Schedule G Tree Schedule

Schedule H Identified PPFs

Designation conditions

NoR number	Condition number	Condition
ALL	1.	**Lapse** The designation lapses if not given effect to within 25 years from the date on which it is included in the AUP.
~~ALL~~	~~1A~~	~~**Consistency with drawings**~~ ~~The works enabled by this designation, including its alignment and layout, shall be undertaken in a manner consistent with the Indicative Design West drawings and Indicative Design East drawings as set out at Schedule A to this set of conditions. Work will be deemed to be consistent with those drawings if it is compliant with the balance of these designation conditions and has been approved via the Outline Plan process.~~
1, 2, 3, 9 and 10	2.	**Primary Designation *(Augier* condition*)*** This designation must be considered as the primary (earlier) designation where it overlaps with designation *[insert relevant station designation number]*.
ALL	3.	**Outline Plan(s) and Management Plans** (a) Outline Plan(s) may be submitted in parts or in stages to address particular activities (e.g., design or construction aspects), or to reflect the staged implementation of the Project. (b) Outline Plans must include (as relevant): (i) Form and Landscaping Statement; and (ii) Construction Noise and Vibration Management Plan, unless otherwise stated in the conditions below.
ALL	4.	**Conditions following Completion of Construction** Following Completion of Construction, all conditions except Conditions 10-11, 13-14, 16E and 37 cease to have ~~an~~ effect and do not apply to any subsequent work associated with on-going operation and maintenance of the Project.
PRE CONSTRUCTION CONDITIONS		
1, 2, 4 and 5	5.	**Cultural Values *(Augier* condition*)*** (a) The Requiring Authority must engage with Te Kawerau ā Maki and Ngāti Whātua o Kaipara during detailed design to identify how their cultural values will be reflected in the Project. (b) A statement summarising how engagement undertaken in accordance with Condition 5(a) has informed how cultural values are reflected in the Project is to be provided to Council for information only with an Outline Plan(s).
3, 6, 7 and 8	6.	**Cultural Values *(Augier* condition*)*** (a) The Requiring Authority must engage with Te Kawerau ā Maki during detailed design to identify how their cultural values will be reflected in the Project. (b) A statement summarising how engagement undertaken in accordance with Condition 6(a) has informed how cultural values are reflected in the Project is to be provided to Council for information only with an Outline Plan(s).
9, 10, 11 and 12	7.	**Cultural Values *(Augier* condition*)*** (a) The Requiring Authority must engage with Ngāti Whātua Ōrākei, Te Ākitai Waiohua and Ngaati Te Ata Waiohua during detailed design to identify how their cultural values will be reflected in the Project. (b) A statement summarising how engagement undertaken in accordance with Condition 7(a) has informed how cultural values are reflected in the Project is to be provided to Council for information only with an Outline Plan(s).
ALL	8.	**Flood Hazard**

Commented [NZTA21]: NZTA opposes the Panel's draft Condition 1A as well as the amendments proposed in the comments from other parties. Refer to NZTA's Memorandum of Counsel dated 26 August 2026 for the full response to the comments from other parties of Condition 1A. On the basis set out in the Memorandum, NZTA has drafted an alternative Condition 1A for the Panel's consideration if it determines such a condition is *vires* and appropriate. NZTA neither agrees to nor offers the alternative Condition 1A so it has not been included in NZTA's proposed conditions.

Commented [NZTA2]: NZTA notes that the Panel has removed the Built Heritage Construction Management Plan and Tree Protection Methodology from Condition 3(b). NZTA does not oppose that amendment, but requests an amendment to the relevant conditions below to make it clear the Plan/Methodology only need to be submitted to Council on request. In the alternative, if the Panel reinstates the references to the Built Heritage Construction Management Plan and Tree Protection Methodology, NZTA considers they should be limited to NOR 9 and 11 and NOR 9 and 10 respectively.

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NoR number	Condition number	Condition
		For the purposes of Condition 9: (a) Danger Rating means low (green), moderate (yellow) or high (red) danger rating determined in accordance with Schedule B. **Error! Reference source not found.** (b) Building/s means any residential, commercial or community building that has been lawfully established, or is authorised by a building consent at the time the Outline Plan is submitted. Sheds, garages and other ancillary buildings are excluded. (c) Maximum Probable Development is the maximum impervious area permitted in the zone/s in the AUP at the time the Outline Plan is submitted, or 70% impervious area if the land is zoned Future Urban in the AUP. (d) Pre-Project Development means the Maximum Probable Development at the time the Outline Plan is submitted. (e) Project Development means the Pre-Project Development and the Project.
ALL	9.	(a) The Project must be designed so that it does not cause the following beyond the Designation: (i) An increase in Danger Rating; and (ii) Either: A. A more than 50mm increase in flood level on land parcels with Building(s) and a Low Danger Rating; or B. A more than 100mm increase in flood level on: I. land parcels with no Building(s) present; and II. land parcels with Building(s) and a Moderate or High Danger Rating. (b) Compliance with (a) must be demonstrated through flood modelling: (i) To show the difference in the 1% Annual Exceedance Probability (AEP) flood levels for Pre-Project Development and Project Development; (ii) Using 332mm for the 24 hour rainfall depth that includes a 3.8 degree Celsius increase in temperature for climate change; and (iii) Undertaken by a SQEP. (c) The Requiring Authority does not need to comply with (a) if the relevant landowner agrees to an alternative approach. (d) In the Outline Plan, the Requiring Authority must: (i) demonstrate how (a) will be complied with by reference to flood modelling undertaken in accordance with (b); or (ii) provide confirmation of any written agreement secured to reflect landowner agreement pursuant to (c) above. ***Advice Note:*** *Where the diversion and discharge of stormwater runoff is to the reticulated public stormwater network, it must comply with the requirements of Auckland Council Healthy Waters & Flood Resilience Regionwide Network Discharge Consent.*
9	10.	**Supermarket Access – 1136 Great North Road, Point Chevalier** For the purposes of Condition 11 and Condition 12: (a) "Supermarket" means the supermarket located at 1136 Great North Road, Point Chevalier, being Lot 1-2 Deposited Plan 390127 and Lot 4 Deposited Plan 14537 and Lot 3 Deposited Plan 99933. (b) "Supermarket loading zone" means the area shown on Schedule C. (c) "Delivery Vehicle(s)" means a 23m HPMV B-train and a 19.5m HPMV semi-trailer. (d) "Manoeuvrability" means compliance with RTS-18 New Zealand on-road tracking curves for heavy motor vehicles with a 12.5m radius of turn.

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NoR number	Condition number	Condition
		(e) "NTC" means the National Trading Company of NZ Limited, being the owner of the Supermarket site, or its successor in title and Modern Merchants Limited, being the leaseholder of the Supermarket site.
9	11.	The Requiring Authority must design the Project so that: (a) There is a permanent vehicle access point for Delivery Vehicles from Parr Road North to the Supermarket loading zone that complies with the Auckland Transport –Transport Design Manual (TDM) standard engineering details for a commercial vehicle crossing as at the time of designation. (b) Manoeuvrability for Delivery Vehicles is achieved from the permanent vehicle access point on Parr Road North to the Supermarket loading zone enabling Delivery Vehicle access in and out of the access point in a forward direction.
9	12.	13. The Requiring Authority must consult with NTC when preparing the relevant CTMP required by Condition~~s~~ 16 ~~and 16E~~. (b) During Project construction, the Requiring Authority must maintain vehicle access and Manoeuvrability for Delivery Vehicles from Parr Road North to the Supermarket loading zone between 3am-10pm, 7 days a week. (c) In the event the Requiring Authority considers it is not practicable to comply with (b) above, the Requiring Authority must: (i) Before the relevant construction works, advise NTC in writing: A. why it considers it is not practicable to comply with (b) above; and B. set out proposed alternative arrangements for Delivery Vehicles to service the Supermarket; (ii) Allow 10 working days for NTC to give feedback on (c)(i) above; (iii) Consider any written feedback from NTC and address any concerns raised by NTC to the extent practicable; (iv) Within 5 working days of receiving any feedback from NTC and at least 15 working days before the relevant construction works, advise NTC: A. why it has determined that it is not practicable to comply with (b) above, having considered any additional information provided by NTC; B. what feedback it has or has not accepted and why; and C. confirm the alternative access arrangements for Delivery Vehicles; (v) In all cases: A. minimise the duration of disruption to Delivery Vehicles; (vi) maintain vehicle access and Manoeuvrability for Delivery Vehicles from Parr Road North to the Supermarket loading zone for a minimum of 14 hours per day, 7 days a week. (d) Condition 12(b) and (c) must not apply in the case of an unforeseen emergency, however the Requiring Authority must minimise as far as practicable the duration of disruption to Delivery Vehicles in that event.
2	13.	**Supermarket Access – Woolworths Westgate Shopping Centre** For the purposes of Conditions 13A, 14 and 15: (a) "Supermarket" means the supermarket located at Lot 31 Deposited Plan 425328. (b) "Supermarket loading docks" means the loading docks as shown on Schedule C and any modification to those docks that changes how Delivery Vehicle(s) access into and egress from those docks (compared to the docks as at [date of designation being confirmed]) that is approved in writing by the Requiring Authority. ~~(c) "Supermarket loading zone" means the area shown on Schedule C.~~ (d) "Delivery Vehicle(s)" means a class 5 vehicle - i.e., a 23m long truck and trailer.

Commented [NZTA3]: See proposed addition at Condition 16(b)(xivb) below

Commented [NZTA4]: NZTA notes that the part of Schedule C relevant to this condition appears to have been inadvertently left out of the Panel's draft conditions. NZTA requests that the plan included in the Joint Memorandum of Counsel dated 29 July 2026 be added to Schedule C.

Commented [NZTA5]: NZTA has proposed this edit throughout conditions 13 - 15 for consistency with the Panel's edit to condition 15(a).

Commented [NZTA6]: NZTA has proposed a number of edits to revert to the conditions agreed with GDL.

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NoR number	Condition number	Condition
		(e) "Manoeuvrability" or "M~~m~~anoeuvrability requirements" means compliance with RTS-18 New Zealand on-road tracking curves for heavy motor vehicles with a 12.5m radius of turn. (f) "Existing Turning Area" means the area shown on Schedule C provided the Supermarket Operator is lawfully entitled to use that area for manoeuvring of delivery vehicles at the time of commencement of detailed design and has provided written evidence of that lawful entitlement to the Requiring Authority. Conditions ~~13A~~ 14 - 15 do not apply if the Supermarket Operator does not provide such evidence within 20 working days of being requested to do so by the Requiring Authority. (g) "Supermarket Operator" means General Distributors Limited or any related company as defined in section 2(3) of the Companies Act 1993, or any other company that operates the Supermarket at the relevant time. (h) "Project Works" means that part of the Project within the Existing Turning Area.
	13A.	Conditions ~~13A,~~ 14 and 15 apply if the Supermarket is operating at the commencement of detailed design of the Project Works, unless operation of the Supermarket is planned to cease prior to commencement of construction of the Project Works.
	14.	(a) The Requiring Authority must design and construct the Project Works so that: (i) Permanent works do not prevent Supermarket Delivery Vehicles from using the Existing Turning Area or accessing the Supermarket loading docks in accordance with the Manoeuvrability requirements; or (ii) If Condition 14(a)(i) cannot be achieved then, subject to Condition 14(b): A. Supermarket Delivery Vehicles can enter and exit at the Maki Street Entrance shown on Schedule C in a forward direction; and B. Supermarket Delivery Vehicles can access and exit from the Supermarket loading docks, in accordance with the Manoeuvrability requirements. (b) If Condition 14(a)(i) cannot be achieved then the Requiring Authority must consult with the Supermarket Operator during the detailed design process as to how Condition 14(a)(ii) will be achieved. As a minimum, the Requiring Authority must: (i) Advise the Supermarket Operator in writing of the proposed design of the Project Works ("Draft Design"); (ii) Meet with the Supermarket Operator to discuss the Draft Design, if requested by the Supermarket Operator; (iii) Allow 45 working days for the Supermarket Operator to give feedback on the Draft Design (from the date the Supermarket Operator is advised of the Draft Design); (iv) Consider any feedback on the Draft Design, update the Draft Design to address that feedback to the extent practicable, and advise the Supermarket Operator in writing of the updated proposed design of the Project Works ("Updated Design"); (v) Meet with the Supermarket Operator to discuss the Updated Design, if requested by the Supermarket Operator; and (vi) Within 45 working days of receiving any feedback from the Supermarket Operator (pursuant to (iii) above), advise the Supermarket Operator of: A. What feedback it has or has not accepted and why; and B. The confirmed design.
2	15.	(a) The Requiring Authority must consult with the Supermarket Operator when preparing the relevant CTMP required by Conditions 16 and 16D in relation to access and traffic management activities that directly interface with Supermarket operations. The CTMP must include details of any construction works that could adversely affect access or egress to and from the Supermarket loading docks. (b) The Requiring Authority must: (i) provide a draft of the relevant CTMP ("Draft CTMP") to the Supermarket Operator;

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NoR number	Condition number	Condition
		(ii) allow 20 working days for the Supermarket Operator to provide feedback on the Draft CTMP; (iii) meet with the Supermarket Operator to discuss the Draft CTMP, if requested by the Supermarket Operator; (iv) within 20 working days of receiving any feedback from the Supermarket Operator (pursuant to (iii) above), advise the Supermarket Operator of: A. What feedback it has or has not accepted and why; and B. The confirmed CTMP. (c) During Project construction, the Requiring Authority must: (i) As far as practicable, maintain vehicle access and M~~m~~anoeuvrability for Delivery Vehicles from Maki Street to the Supermarket loading docks between 5am and 5pm, 7 days a week. Delivery Vehicle access and egress at the Maki Street Entrance shown on Schedule C must be in a forward direction. (ii) Where it is not practicable to comply with (i) above, minimise the duration of disruption to Delivery Vehicles by ensuring: A. any closure of access to and egress from (including Manoeuvrability) ~~to~~ one Supermarket loading dock must not exceed two weeks without the prior written agreement of the Supermarket Operator; B. any closure of access to and egress from (including Manoeuvrability) ~~to~~ both Supermarket loading docks must not exceed 12 consecutive hours without the prior written agreement of the Supermarket Operator; and C. provide ~~the operator of~~ the Supermarket Operator with at least 15 working days' notice in writing of the above. (d) Condition 15(c) must not apply in the case of an unforeseen emergency, however the Requiring Authority must minimise as far as practicable the duration of disruption to Delivery Vehicles in that event and must notify the Supermarket Operator as soon as practicable of any emergency affecting access.
ALL	15A	**Crime Prevention through Environmental Design** The Requiring Authority must design the Project to provide for personal safety by taking into account the National Guidelines for Crime Prevention through Environmental Design in New Zealand (November 2005), or any subsequent version.
1, 2 and 3	15B	**Height-in-relation-to-boundary** (a) Except as excluded in (b) below or as agreed with the Council, the Requiring Authority must design any retaining wall and/or bridge structure so that it does not exceed a height of 3 metres measured vertically from the ground level at the designation boundary where such boundary adjoins a Residential Zone at the time of designation. Thereafter, a~~A~~ny part of a retaining wall and/or bridge structure must be set back 1 metre for every additional metre in height (i.e., 45 degrees) from the designation boundary. (b) The height-in-relation-to-boundary restriction in (a) does not apply: (i) Where the designation is directly to the south of land zoned Residential; or (ii) To gantries, signs, lighting, noise barriers and other similar ancillary structures.
ALL	15C	**Form and Landscaping Statement** (a) The Requiring Authority must prepare a Form and Landscaping Statement to be submitted with the relevant outline plan(s) for each stage of work. The objective of the Form and Landscaping Statement is to describe how the design of the permanent Project works has responded to the immediately adjoining environment. (b) To achieve the objective noted in Condition 15C(a) above, the Form and Landscaping Statement must provide a summary description of how the design of the permanent Project works for that stage of work has approached:

Commented [NZTA7]: NZTA notes that its proposed condition referred to 30 metres in error, and should have referred to 3 metres. NZTA therefore supports the Panel's draft condition. NZTA would appreciate if the Panel's final decision could reflect the fact that NZTA did not intend to propose a condition that referred to 30 metres.

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NoR number	Condition number	Condition
		(i) the height, shape, and bulk of major structures - including stations, bridges, underpasses, retaining walls and noise barriers, where relevant; (i) any walking and cycling connections with the adjacent network; (ii) the likely finished contour – including the extent and angle of batter slopes; (iii) vehicular access, circulation, and provision for parking – including station access, pick-up / drop-off areas, [park and ride NoR 1 and 4 Brigham Creek Station only]; (iv) the landscaping - including the location of any planting that is required under Condition 26 Landscape Planting; and (v) the interface with adjacent land use including open space zones. **Advice note:** *During development of design for the Project, the Requiring Authority will work collaboratively with Auckland Council when considering the above matters. The Form and Landscaping Statement will be informed by that work.*
CONSTRUCTION CONDITIONS		
ALL	16.	**Construction Traffic Management Plan (CTMP)** (a) The CTMP must be prepared prior to the start of construction works and must be provided to the Manager for information. The objective of the CTMP is to appropriately manage any adverse traffic safety and efficiency impacts on other road users and ~~affected property occupiers caused by the Project, including by maintaining safe and practicable~~impacts on access to existing properties~~, and providing alternative arrangements where that cannot be achieved~~. (b) To achieve this objective, the CTMP must include: (i) Methods to manage the effects of temporary traffic management activities on the network; (ii) Measures to manage the safety of all transport users; (iii) The estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic congestion near schools or to manage traffic congestion; (iv) Site access routes for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) Identification of detour routes and other methods for the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) Measures to maintain the function of the existing North-Western Shared User Path to a reasonable level of service, to the extent that is reasonably practicable, and where this is not practicable, provide safe detour routes that provide a reasonable level of service; (vii) Measures to maintain safe and practicable access to and from properties and/or private roads where practicable, or to provide alternative arrangements when it will not be~~, including~~ The measures must include, as relevant, details of how access is managed for customer and staff access, service vehicles' loading and unloading of goods, rubbish collection, mail/courier deliveries, emergency access and access for active modes; (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 and to communicate the measures to manage impacts on existing accesses to affected landowners and occupiers; (x) Details of how sequencing of Project works to mitigate effects on adjacent Arterial Roads has been considered;

Commented [NZTA8]: NZTA opposes the Panel's draft construction traffic conditions for the reasons set out in its Memorandum of Counsel dated 19 August 2026. For completeness, NZTA has proposed amendments to the conditions (and relevant reasons) that would continue to achieve the intent of the Panel's draft decision in relation to construction traffic.

Commented [NZTA9]: NZTA proposes minor edits to ensure the objective is clear and concise. Further detail relating to how impacts on property access will be managed is provided below and does not need to be included in the objective.

Commented [NZTA10]: NZTA proposes minor edits to assist with readability.

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NoR number	Condition number	Condition
		(xi) Details of how programming of Project works in relation to any known concurrent construction of infrastructure projects within SH16 or adjacent Arterial Roads has been considered; (xii) Details of minimum network performance parameters during the construction phase including the basis for those parameters and measures to monitor compliance. ~~The parameters must, where relevant to the construction stage or location, address:~~ ~~A. lane availability and turning movement availability;~~ ~~B. access availability to affected properties and commercial centres;~~ ~~C. queue lengths and queue storage, including any risk of queue spillback onto SH16 ramps or adjacent Arterial Roads;~~ ~~D. travel time or delay effects on general traffic and public transport;~~ ~~E. active mode route continuity, safety and legibility;~~ ~~F. service vehicle and delivery access; and~~ ~~G.~~A. ~~emergency vehicle access.~~ (xiii) Details of any measures proposed to be implemented in the event of minimum network performance parameters identified in Condition 16(b)(xii) above are not achieved, including monitoring frequency, ~~escalation procedures,~~ and any corrective actions ~~and communication with affected road users and property occupiers~~; and (xiv) Where Project works are within or directly adjacent to the Westgate area shown in Schedule [X], ~~M~~methods ~~by which any relevant requirements in respect of~~to address Conditions 16A and~~–~~ 16D~~E will be addressed~~; (xiva) Where Project works are within or directly adjacent to open space zoned land, methods to address Condition 16B; (xivb) Where Project works are within or directly adjacent to the Point Chevalier area shown in Schedule [Y], temporary traffic management arrangements for maintaining customer access, drive-through circulation, service vehicle access, delivery access, and active mode access to adjacent businesses; (xv) ~~The~~ Details of a Construction Traffic Issues Resolution process for receiving, investigating and responding to construction traffic and access complaints. The process must ~~required by Condition 16F; and~~include: a. Contact details for lodging a complaint; b. A process for acknowledging receipt of a complaint within two working days, or within 24 hours where the complaint relates to a safety or access; c. A process for investigating the complaint and implementing reasonable corrective actions where the subject of the complaint is caused or exacerbated by the construction works; d. A requirement to respond to the person who raised the issue or complaint to advise them of the outcome of the investigation and any corrective actions proposed or taken; (xvi) Auditing, monitoring and reporting relating to traffic management activities shall be undertaken in accordance with the requirements of the Road Controlling Authority.
2 and 5	16A	**Gunton Drive Access** (a) (i) The Requiring Authority must maintain at least one traffic lane in one direction on Gunton Drive between Fred Taylor Drive and Tawhia Drive between 8am and 8pm, 7 days per week. (ii) There is no restriction on the closure of traffic lanes on Gunton Drive between Fred Taylor Drive and Tawhia Drive between 8pm – 8am, 7 days a week. (b) Where it is not practicable to comply with Condition 16A(a)(i), the relevant CTMP must demonstrate how safe and practicable access to businesses within the Westgate area shown on Schedule [X]~~Westgate Sub-precincts A and B (as defined by I615.10.1~~

Commented [NZTA11]: NZTA opposes the Panel's additions to (xii) as most of the matters listed are not "network performance parameters" (with the exception of C and D) and it is unclear how parameters would be set and monitored . The matters in B, F and G are addressed in (vii) above. The matters in E are addressed in (v) and (vi) above. Although NZTA does not oppose C and D, it does not consider the inclusion of those paragraphs adds to the condition.

Commented [NZTA12]: NZTA opposes this addition to (xiii) as it is unclear who matters would be escalated to given NZTA and AT are the relevant Road Controlling Authorities. In addition, NZTA considers this addition is unnecessary in light of the Panel's addition of a Construction Traffic Issues Resolution process.

Commented [NZTA13]: NZTA opposes this addition to (xiii) as the purpose of communicating measures proposed to be implemented where parameters have not been achieved is unclear. Further, (ix) already requires communication of traffic management measures with affected road users.

Commented [NZTA14]: NZTA proposes minor edits to more clearly explain the connection between Condition 16 and Conditions 16A, 16B, 16D and 16E.

Commented [NZTA15]: NZTA proposes this edit so that the Panel's Condition 16E below focuses on operational transport matters, rather than a mix of construction and operational transport.

Commented [NZTA16]: NZTA proposes consolidating the Panel's Condition 16F (requiring a Construction Traffic Issues Resolution process) into Condition 16 given that process will be addressed within the CTMP and apply to the whole of the Project (whereas Conditions 16A - 16E apply to specific locations only).

Commented [NZTA17]: NZTA proposes amendments to Condition 16A(a) to ensure its intent is clear.

Commented [NZTA18]: NZTA considers a schedule showing the relevant area will improve the certainty of this condition.

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NoR number	Condition number	Condition
		~~Precinct plan 1 of the AUP), including the NorthWest Centre (7 and 1/7 Fred Taylor Drive) and Costco (2 Gunton Drive),~~ will be maintained, and must identify: (i) the expected duration of the ~~lane reduction~~closure; (ii) the alternative access arrangements; (iii) the traffic modelling ~~or operational assessment~~ relied on; (iv) the monitoring and response measures to be implemented; and (v) ~~the~~ any consultation undertaken with directly affected landowners and occupiers. (c) Except in accordance with Condition 16A(a)-(b) above, t~~T~~he Requiring Authority must not close or significantly restrict all vehicle access points from Gunton Drive to the NorthWest Centre shown on Schedule [X] ~~(7 and 1/7 Fred Taylor Drive)~~ at the same time, unless an alternative access arrangement is available and has been identified in the relevant CTMP. ~~(d) Planned full closures, lane reductions, stop-line reductions, turning restrictions or significant access restrictions affecting Gunton Drive, Fred Taylor Drive, the Hobsonville Road / SH16 interchange, or access to the Westgate Sub-precincts A, B an E (as defined by I615.10.1 Precinct plan 1 of the AUP) must, as far as practicable, be avoided during peak retail trading periods, including the period from 1 November to 7 February. Where such works cannot practicably be avoided, the relevant CTMP must identify the reasons, the mitigation measures to be implemented, and the consultation undertaken with directly affected landowners and occupiers.~~ (e) Condition 16A(a) - (c~~d~~) does not apply in the case of an unforeseen emergency. ~~,~~ However, in the event of an unforeseen emergency, ~~provided that~~ the Requiring Authority must, ~~minimise~~ as far as practicable, minimise the duration and extent of any closure~~, lane reduction, stop-line reduction, turning restriction,~~ or access restriction ~~and must notify directly affected landowners and occupiers as soon as practicable~~.
ALL	16B	**Open Space – Construction Access** The Requiring Authority must maintain safe and clearly identifiable public access (walking and cycling) through affected open space zoned land available for use during construction, as far as practicable. Such access must seek to minimise significant detours.
ALL	16C	**~~Existing~~ Permanent Vehicle ~~Property~~ Access** (a) Prior to submission of an Outline Plan for any part of the Project that will permanently alter an existing lawful vehicle access to a property, the Requiring Authority must consult with the relevant landowner and occupier about the proposed access arrangement. (b) The relevant Outline Plan must demonstrate how safe and practicable permanent vehicle access to that property will be provided, whether by reconfiguration of the existing access or by an alternative access arrangement. (c) This condition does not apply where the relevant landowner has agreed in writing to the access arrangement, or where the relevant property interest has been acquired by the Requiring Authority.
2 and 5	16D	**Westgate Precinct Construction Traffic Management** (a) Where Project works ~~under NoR 2 or NoR 5~~ are within or directly adjacent to the Westgate area shown in Schedule [X] ~~may affect the operation of Gunton Drive, Fred Taylor Drive, the Hobsonville Road / SH16 interchange, SH16 on- or off-ramps, Tawhia Drive, Maki Street, Kedgley Road, or vehicle access to the NorthWest Centre (7 and 1/7 Fred Taylor Drive), Costco (2 Gunton Drive), Westgate Shopping Centre (5 – 35 Maki Street), or Westgate Lifestyle Centre (57-61 and 63-65 Maki Street)~~, the relevant CTMP must include a Westgate Precinct section. (b) The Westgate Precinct section of the CTMP must include (as relevant): (i) drawings showing the proposed construction staging, temporary traffic management layout, lane availability, turning movement availability, property access arrangements, active mode routes, and public transport arrangements;

Commented [NZTA19]: NZTA proposes this edit as Condition 16A(b) only applies where it is not possible to keep at least one traffic lane open on Gunton Drive during 8am - 8pm.

Commented [NZTA20]: NZTA proposes this edit as it is unclear what an "operational assessment" is and a condition cannot legally require future assessment.

Commented [NZTA21]: NZTA proposes this edit to ensure Condition 16A is not internally inconsistent. Without this edit, NZTA could close Gunton Drive at night, but not close/restrict access points from Gunton Drive.

Commented [NZTA22]: NZTA considers a schedule showing the relevant area will improve the certainty of this condition.

Commented [NZTA23]: Construction traffic management during the peak retail trading period is also addressed in Condition 16D. NZTA considers Condition 16D is the more appropriate location as it relates to the Westgate area as a whole, rather than just Gunton Drive.

Commented [NZTA24]: NZTA opposes the Panel's proposed requirement to "*avoid as far as practicable*" any construction traffic effects during 1 November to 7 February for the reasons set out in its Memorandum of Counsel dated 19 August 2026 (in particular it fails to recognise the NZTA evidence that it will not be possible to avoid any construction traffic impacts during a three month period without significantly extending the overall construction period and disruption). Instead, NZTA proposes the CTMP set out measures to address potential effects during the relevant period (see comments on Condition 16D below).

Commented [NZTA25]: NZTA proposes deletion of this notification requirement as that may not appropriate in an emergency and it is unclear from the draft condition what NZTA would be notifying owners/occupiers of.

Commented [NZTA26]: NZTA considers this condition should move to the 'pre-construction conditions' given it relates to the design of the Project, not management of construction effects.

Commented [NZTA27]: NZTA proposes minor edits to clarify that this condition only relates to permanent access (with Condition 16 above addressing temporary access).

Commented [NZTA28]: NZTA opposes Condition 16C for the reasons set out in its response to comments dated 3 June 2026 (including that vehicle access will be addressed in the Outline Plan and through the PWA process).
If the Panel choses to impose Condition 16C, NZTA supports the retention of Condition 16C(c).

Commented [NZTA29]: NZTA considers a schedule showing the relevant area will improve the certainty of this condition.

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NoR number	Condition number	Condition
		~~(ii) an assessment of the traffic effects of any lane closure, lane reduction, stop-line reduction, turning movement restriction, driveway restriction, or detour affecting the roads or accesses listed in Condition 16D(a);~~ ~~(iii)~~(ii) traffic modelling ~~or other operational assessment, using SIDRA~~ or another appropriate ~~assessment~~ method ~~, where~~to demonstrate if works are predicted to materially reduce intersection capacity, lane capacity, stop-line capacity, turning movement capacity, access capacity or queue storage; ~~(iv)~~(iii) measures to ~~maintain~~ minimise, as far as practicable, impacts of construction works on safe and practicable access to the Westgate area shown in Schedule [X]~~Westgate Sub-precincts A, B an E (as defined by I615.10.1 Precinct plan 1 of the AUP), including the NorthWest Centre (7 and 1/7 Fred Taylor Drive), Costco (2 Gunton Drive), Westgate Shopping Centre (5 – 35 Maki Street), or Westgate Lifestyle Centre (57-61 and 63-65 Maki Street), during construction~~; (iv) measures to ~~avoid~~minimise, as far as practicable, impacts of construction works on:~~,~~ 1. queue spillback onto SH16 ramps or through the Hobsonville Road / SH16 interchange; ~~1.~~2. significant delays at the Hobsonville Road / SH16 interchange; ~~(v) minimum network performance parameters and trigger levels for monitoring during construction, including queue lengths, access delay, lane and turning movement availability, and public transport delay where relevant;~~ ~~(vi) measures to be implemented if monitoring shows that the minimum network performance parameters are not achieved or are likely not to be achieved;~~ ~~(vii)~~(v) measures to manage construction traffic during ~~peak retail trading periods, including~~ the period from 1 ~~November~~ December to 2 January~~7 February~~; (vi) details of any consultation undertaken with: 1. Auckland Transport (or successor), ~~1.~~2. ~~the operators of the NorthWest Centre (7 and 1/7 Fred Taylor Drive), Costco (2 Gunton Drive), Westgate Shopping Centre (5 – 35 Maki Street), or Westgate Lifestyle Centre (57-61 and 63-65 Maki Street), and~~ any ~~other~~ directly affected ~~major~~ landowner or occupier; and ~~(viii)~~(vii) a summary of any feedback received through ~~that~~ any consultation, what changes have been made in response, and reasons for any feedback not adopted. ~~(c) Prior to undertaking construction works at or adjacent to the Fred Taylor Drive / Hobsonville Road / SH16 off-ramp / Gunton Drive interchange that significantly reduce traffic capacity, the Requiring Authority must either:~~ ~~(i) complete the Hobsonville Road off-ramp widening, extension and additional lane works generally relied on in the construction traffic modelling; or~~ ~~(ii) provide an updated construction traffic assessment demonstrating that the relevant works can be undertaken without those improvements while maintaining safe and practicable operation of the interchange, including queue storage on the SH16 off-ramp.~~
9 and 11	16E	**Point Chevalier Station Transport and Access ~~Plan~~** (a) Any permanent Project works associated with the Point Chevalier Station that are located within Parr Road North or the Service Lane as shown in Schedule [Y], must be designed so that those works do not compromise any existing (at the time of commencement of construction) safe and practicable access from Parr Road North or the Service Lane for the Point Chevalier properties shown in Schedule [Y].

Commented [NZTA30]: NZTA opposes Condition 16D(b)(ii) as a condition cannot legally require future assessment. NZTA considers the outcomes to be achieved through the Westgate Precinct section of the CTMP are adequately set out in the subsequent paragraphs.

Commented [NZTA31]: NZTA proposes this edit as it will not always be possible to maintain safe and practicable access, including because a range of factors beyond the Project influence those outcomes.

Commented [NZTA32]: NZTA proposes this edit as it will not always be practicable to avoid queuing and delays, including because a range of factors beyond the Project influence those outcomes.

Commented [NZTA33]: NZTA proposes this addition to replace the Panel's proposed Condition 16D(c). See comments below on that part of the draft condition.

Commented [NZTA34]: These matters are included in Condition 16(b)(xii) and (xiii) and NZTA considers it is unnecessary to repeat them.

Commented [NZTA35]: As noted above, this matter overlaps with Condition 16A(d). NZTA considers this matter should be addressed in Condition 16D(v).

Commented [NZTA36]: NZTA proposes this edit so that it is clear when this condition applies.

Commented [NZTA37]: NZTA proposes this amendment to ensure the condition does not rely on third parties.

Commented [NZTA38]: NZTA proposes amending this reference to "any other directly affected ~~major~~ landowner or occupier" as it is uncertain what a "major" landowner or occupier is and therefore what this condition requires. NZTA does not consider it is necessary or appropriate to identify specific landowners or occupiers given the more general requirement.

Commented [NZTA39]: NZTA proposes the addition at Condition 16D(b)(iv)(2) above to replace this requirement. Condition 16(b)(x) also addresses this matter.

Commented [NZTA40]: NZTA considers it would be necessary to define "*the Hobsonville Road off-ramp widening, extension and additional lane works*" if this condition was imposed to ensure it was clear what this condition requires. However, NZTA proposes the addition at Condition 16D(b)(iv)(2) above to replace this requirement.

Commented [NZTA41]: NZTA opposes Condition 16D(c)(ii) as a condition cannot legally require future assessment. However, NZTA proposes the addition at Condition 16D(b)(iv)(2) above to replace this requirement.

Commented [NZTA42]: NZTA opposes Condition 16E for the reasons set out in its response to comments dated 3 June 2026. ...

Commented [NZTA43]: NZTA opposes the Panel's draft purpose "demonstrate how the final design… will ...

Commented [NZTA44]: NZTA consider the condition should only apply to properties that are outside the designation and not owned by the Crown. The Project ...

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NoR number	Condition number	Condition
		(b) The Outline Plan must set out how the matters in (a) will be achieved. ~~(a) Prior to submission of the Outline Plan for works affecting Point Chevalier Station, Parr Road North, the service lane adjoining 1170-1172 Great North Road, or the Parr Road North / Great North Road intersection, the Requiring Authority must prepare a Point Chevalier Transport and Access Plan.~~ ~~(b) The purpose of the Point Chevalier Transport and Access Plan is to demonstrate how the final design and construction staging for the Point Chevalier Station area will maintain safe and practicable access, circulation and servicing for properties that rely on Parr Road North and the adjoining service lane.~~ ~~(c) The Point Chevalier Transport and Access Plan must include:~~ ~~(i) the final or proposed layout and intended function of Parr Road North, the service lane, station access roads, kerbside areas, pick-up and drop-off areas, taxi areas, bus stops, bus layover areas, pedestrian crossings, cycle facilities and loading / servicing areas;~~ ~~(ii) tracking diagrams for relevant service and delivery vehicles using Parr Road North and the service lane, including vehicles servicing 1136 Great North Road and 1170-1172 Great North Road;~~ ~~(iii) an operational assessment of the Parr Road North / Great North Road intersection and any other local intersection significantly affected by the final Point Chevalier Station layout;~~ ~~(iv) an assessment of whether the layout and operation of Parr Road North and the service lane will maintain safe and legible customer, staff, servicing and delivery access to adjacent commercial properties;~~ ~~(v) measures to ensure that bus layover, PUDO, taxi, loading, parking, queuing or other kerbside activities do not block or impede access to the service lane or adjacent commercial properties;~~ ~~(vi) construction staging and temporary traffic management arrangements for maintaining customer access, drive-through circulation, service vehicle access, delivery access, and active mode access during construction;~~ ~~(vii) consultation undertaken with Auckland Transport, Auckland Council, National Trading Company, Restaurant Brands and any other directly affected property owner or occupier; and~~ ~~(viii) a summary of feedback received, what changes have been made in response, and reasons for any feedback not adopted.~~ ~~(d) The Point Chevalier Transport and Access Plan must be provided with the relevant Outline Plan.~~
~~ALL~~	~~16F~~	~~**Construction Traffic Issues Resolution**~~ ~~(a) The CTMP must include a Construction Traffic Issues Resolution process for receiving, investigating and responding to traffic, access, servicing, parking, pedestrian, cycle, public transport and safety issues raised by affected landowners, occupiers, road users, Auckland Transport, Auckland Council or emergency services during construction.~~ ~~(b) The Construction Traffic Issues Resolution process must include:~~ ~~(i) contact details for a nominated person responsible for receiving and coordinating responses to construction traffic and access issues;~~ ~~(ii) a process for acknowledging receipt of an issue or complaint within two working days, or within 24 hours where the issue relates to a safety matter, blocked access, emergency access, or inability for a commercial activity to receive essential deliveries;~~ ~~(iii) a process for investigating whether the issue is caused or significantly contributed to by Project works or temporary traffic management arrangements;~~ ~~(iv) a process for implementing reasonable corrective actions where the issue is caused or significantly contributed to by Project works or temporary traffic management arrangements;~~ ~~(v) timeframes for advising the person who raised the issue of the outcome of the investigation and any corrective actions proposed or taken;~~ ~~(vi) procedures for escalating unresolved or recurring issues to the Requiring Authority, Auckland Transport and Auckland Council;~~

Commented [NZTA45]: Moved to CTMP condition

Commented [NZTA46]: NZTA proposes consolidating the Panel's Condition 16F (requiring a Construction Traffic Issues Resolution process) into Condition 16 given that process will be addressed within the CTMP and apply to the whole of the Project (whereas Conditions 16A - 16E apply to specific locations only).

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NoR number	Condition number	Condition
		~~(vii) a requirement to maintain a register of issues raised, investigations undertaken, responses provided, and corrective actions implemented; and~~ ~~(viii) a requirement to review relevant temporary traffic management arrangements where repeated issues arise at the same location or where monitoring indicates that the minimum network performance parameters in the CTMP are not being achieved.~~ ~~(d) The issue register must be made available to Auckland Council and Auckland Transport on request.~~
ALL	17.	**Construction Noise** (a) Construction noise must be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and must comply with the noise standards set out in Table 1 as far as practicable. **Table 1: Construction noise standards** (b) Where compliance with the noise standards set out in Table 1 is not practicable, the methodology in Condition 20 must apply.
ALL	18.	**Construction Vibration Criteria** (a) Construction vibration must be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures. (b) Construction vibration must comply with the vibration criteria set out in Table 2 as far as practicable.

Time of week	Time period	dB L_{Aeq}	dB L_{AFmax}
Activities sensitive to noise			
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and public holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75
All other buildings occupied during the works			
All days	0730-1800	70	N/A
	1800-0730	75	N/A

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<table>
<tr><th>NoR number</th><th>Condition number</th><th>Condition</th></tr>
<tr><td></td><td></td><td>

Table 2: Construction vibration criteria

<table>
<tr><th>Receiver</th><th>Location</th><th>Details</th><th>Category A</th><th>Category B</th></tr>
<tr><td rowspan="2">Occupied sensitive use buildings *</td><td rowspan="2">Inside the building</td><td>2000-0630</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr>
<tr><td>0630-2000</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr>
<tr><td>Other occupied buildings</td><td>Inside the building</td><td>0630-2000</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr>
<tr><td>Any buildings identified as Particularly Vibration Sensitive</td><td>Inside the building</td><td>As per relevant use above</td><td>As per relevant use above</td><td>2.5 mm/s ppv</td></tr>
<tr><td rowspan="2">All other buildings</td><td rowspan="2">Building foundation</td><td>Vibration – transient</td><td rowspan="2">5mm/s ppv</td><td>BS 5228-2 Table B.2</td></tr>
<tr><td>Vibration - continuous</td><td>BS 5228-2 50% of Table B.2 values</td></tr>
</table>

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – part 2: Vibration'*

(c) Where compliance with the vibration criteria set out in Table 2 is not practicable, the methodology in Condition 20 shall apply.

</td></tr>
<tr><td>ALL</td><td>19.</td><td>

Construction Noise and Vibration Management Plan

(a) The Requiring Authority must engage a SQEP to prepare CNVMP prior to the start of construction.

(b) The objective of the CNVMP is to identify:

(i) How Conditions 17 and 18 will be achieved; and

(ii) The Best Practicable Option for managing construction noise and vibration effects where compliance with Conditions 17 and 18 cannot practicably be achieved.

(c) The CNVMP must be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' and shall, as a minimum, address:

(i) a description of the works and anticipated equipment/processes;

(ii) hours of operation, including times and days when construction activities would occur;

(iii) the construction noise and vibration criteria identified in Conditions 17 and 18;

(iv) identification of receivers where noise and vibration criteria apply;

(v) a hierarchy of management and mitigation options;

(vi) methods and frequency for monitoring and reporting on construction noise and vibration;

(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;

(viii) contact details of a project liaison person;

(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;

</td></tr>
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NoR number	Condition number	Condition
		(x) procedures and requirements for the preparation of a Schedule to the CNVMP in accordance with Condition 20; (xi) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xii) identify all buildings considered Particularly Vibration Sensitive. If the Ambassador Theatre is able to be retained in part or intact, then it must be considered as Particularly Vibration Sensitive as set out in Condition 18 Table 2 above; (xiii) the methodology and programme of desktop and field audits and inspections to be undertaken so that that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and updates of the CNVMP.
ALL	20.	**Schedule to a CNVMP** (a) A Schedule to the CNVMP (Schedule) must be prepared by a SQEP prior to the start of construction for an activity to which it relates, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 17; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 18. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) Construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 17 and 18 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and any mitigation options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule must be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of the start of construction that are covered by the scope of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority must consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) above.
9 and 11	21.	**Built Heritage - Commercial Building [*Augier* condition], Ambassador Theatre and Fisheries Building [*Augier* condition] (Point Chevalier)** (a) To the extent practicable, the Requiring Authority must retain the original building footprints, located at and shown in Schedule D: (i) 1224-1228 Great North Road (Commercial Building);

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NoR number	Condition number	Condition
		(ii) 1218-1220 Great North Road (Ambassador Theatre) AUP Scheduled Heritage Building 1680; and (iii) 1212-1216 Great North Road (Fisheries Building). (b) If retention of an entire original building footprint~~s~~ is not practicable; the Requiring Authority must undertake a building survey by a SQEP to determine whether it is reasonably practicable to retain: (i) part of the building including adaptive re-use in the project design; and (ii) AUP scheduled internal features of the Ambassador Theatre, if applicable. (c) If retention of any part of a building is not practicable, the Requiring Authority must: (i) Undertake archival documentation and recording of the Ambassador Theatre, if applicable; and (ii) Install interpretive material at the Point Chevalier Station that documents the heritage values of Point Chevalier town centre. (d) The Outline Plan must set out how the hierarchy of measures in (a) to (c) have been applied.
9	22.	**Built Heritage - Former Chamberlain Park Clubhouse** (a) To the extent practicable, the Requiring Authority must retain the original building footprint of the former Chamberlain Park Clubhouse located at 990 Great North Road, Western Springs and shown in Schedule E. (b) If the retention of the building is not practicable, the Requiring Authority must: (i) Undertake archival documentation and recording of the building; and (ii) Install interpretive material at the Western Springs Station that documents the heritage values of the original Chamberlain Park Golf Course clubhouse and surrounds. (c) The Outline Plan must set out how the hierarchy of measures in (a) and (b) have been applied.
9 and 11	23.	**Built Heritage Construction Management Plan** (a) The Requiring Authority must engage a SQEP to prepare a Built Heritage Construction Management Plan prior to the start of construction. The objective of the Built Heritage Construction Management Plan is to identify methods to manage construction effects on the buildings listed in Conditions 21 and 22 and adjacent to Scheduled Heritage Building [AUP 2798] former ASB Building, 1210 Great North Road, Point Chevalier, provided the building(s) are existing at the time of construction and will be retained. (b) The Built Heritage Construction Management Plan must include: (i) Measures to protect retained built heritage buildings from damage during construction, such as barriers and protective screens; (ii) Demolition and deconstruction methods for any heritage buildings not being retained; (iii) Pre- and post- construction works building condition surveys in accordance with the Construction Noise and Vibration Management Plan required by Condition 19 above; (iv) Measures to monitor the buildings during construction works; and (v) Accidental damage protocols.
9	24.	**Waitītiko / Meola Creek, Western Springs - Outstanding Natural Feature** (a) If the Project includes works within the Outstanding Natural Feature (AUP ID 95), the Requiring Authority must design and construct a bridge structure to cross the Waitītiko / Meola Creek, Western Springs within that Feature. The bridge structure must not exceed two supporting piers (and any associated scour protection) in the ONF (either two individual piers or two sets of adjacent piers) and must be designed to minimise permanent adverse effects as far as practicable.

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NoR number	Condition number	Condition
		(b) The Outline Plan(s) must describe the measures that will be implemented during construction to minimise any permanent effects on the ONF. (c) The Requiring Authority must not locate construction laydown areas within the ONF.
9	25.	**Northwest Lava Flow, Western Springs - Outstanding Natural Feature** (a) The Project must be designed to minimise permanent effects on the exposed face of the Northwestern Lava Flow Outstanding Natural Feature (AUP ID 132) as far as practicable. (b) The Outline Plan(s) must describe the measures that will be implemented to minimise any permanent impacts.
ALL	26.	**Landscape Planting** (a) The Requiring Authority must, where practicable: (i) Retain existing mature, native vegetation; (ii) Plant at stations and batter slopes; (iii) Use eco-sourced native vegetation; and ~~(iv) Reinstate any pre-existing planting following disestablishment of construction and site compound areas that are not used for permanent works for operational needs as appropriate; and~~ (iv) Integrate planting with any planting required by Designation Condition 26A and resource consents for the Project. (b) For planting under (a), the Requiring Authority must: (i) Undertake planting within the first planting season following Completion of Construction; (ii) undertake ground preparation (top soiling and decompaction) and mulching where appropriate; (ii) undertake pest plant control for a five year period; and (iii) monitor planted areas and undertake replacement planting as necessary for a five year period or until 80% canopy cover is achieved (whichever is less). (c) The measures described in (a) must be shown in the Form and Landscaping Statement submitted with the Outline Plan.
10	26A	**Arch Hill Scenic Reserve – Native Vegetation Removal** (a) If native vegetation within the Designation is removed in Arch Hill Scenic Reserve shown in Schedule F, the Requiring Authority must: (i) for temporary construction works, plant native vegetation in those areas where vegetation was removed. (ii) for permanent works, plant an equal area (in m^2) within Arch Hill Scenic Reserve or if not practicable elsewhere within the Designation. (b) For planting under (a) the Requiring Authority must: (i) engage a SQEP to advise on location and determine plant species and sourcing, density and sizing; (ii) undertake eco-sourced planting within the first planting season following completion of construction where practicable; (iii) undertake pest plant control for a five year period; and (iv) monitor planted areas and undertake replacement planting for a five year period or until 80% native canopy cover is achieved (whichever is less).

Commented [NZTA47]: NZTA inadvertently did not respond to this condition amendment proposed by Council.

NZTA does not consider there is any evidence before the Panel to support this condition amendment. It was not recommended by NZTA's landscape expert.

NZTA opposes a requirement to reinstate pre-existing planting as that may result in inappropriate outcomes (eg pest plants being reinstated, or planting of an unsafe height, or planting that is not suitable for maintenance purposes).

NZTA also considers the amendment may duplicate planting requirements already contained in Condition 26A and the resource consent conditions require planting.

Commented [NZTA248]: Formatting issue to be fixed.

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NoR number	Condition number	Condition
9 and 10	27.	**Tree Protection Methodology** (a) Prior to the start of construction, the Requiring Authority must engage a SQEP to prepare a tree protection methodology for the trees identified in Schedule F (existing at the time of construction). The tree protection methodology must demonstrate how the design and location of the Project has avoided, remedied or mitigated effects on any tree listed in Schedule F. (b) The methodology must include: (i) Procedures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and (ii) Methods and procedures to be used when the trees are pruned and/or work is undertaken within the rootzone.
9 and 10	27A	**Geotechnical ~~Management Plan~~Design Statement** (a) Prior to the start of construction at Waterview Interchange or Arch Hill Scenic Reserve as shown in Schedule [Z], the Requiring A~~uthority~~gency must provide a copy of a Geotechnical Design Statement to Auckland Council for information purposes. The Geotechnical Design Statement must ~~engage~~ be prepared by a ~~Suitably Qualified Geotechnical Professional (~~SQ~~G~~P) ~~to prepare a Geotechnical Management Plan (GMP). The purpose of the GMP is to review the geotechnical conditions along the alignment with respect to the detailed design proposal to~~ and confirm that there will be no material adverse effects to land, buildings or infrastructure beyond the designation boundary arising from geotechnical conditions. ~~(b) The GMP must consider effects of both temporary and permanent works.~~ ~~(c)~~(b) ~~Where the works are located in areas of geotechnical hazard, such as steep slopes, poor soils, or landslide susceptibility the SQGP must undertake geotechnical investigations to ensure the hazard is well understood, and to demonstrate the proposed design mitigates any potential effects on land, buildings or infrastructure beyond the designation boundary.~~
OPERATIONAL CONDITIONS		
ALL	28.	**Operational Traffic** **Low Noise Road Surface** The Requiring Authority must implement an asphalt surface or similar low noise road surface throughout the Project (excluding any existing local roads with chip seal).
2, 3, 6, 8, 9, 10 and 12	28A	For the purposes of Conditions 29 to 37: (a) NZS 6806 – means NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads; (b) Building-Modification Mitigation – has the same meaning as in NZS 6806; (c) Noise Barrier is any barrier that has a minimum surface density of 15 kg/m^2 and is designed to have no gaps between the panels and the ground and between panels (d) Habitable Space – has the same meaning as in NZS 6806; (e) Mitigation – has the same meaning as in NZS 6806; (f) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in Schedule G "Identified PPFs"; (g) Structural mitigation – has the same meaning as in NZS 6806; (h) Design Year – means the year 2051; (i) Do-nothing scenario – has the same meaning as in NZS 6806; and (j) Detailed design scenario – means the Project and State Highway 16 with traffic volumes for the Design Year, with any BPO structural mitigation implemented.

Commented [NZTA49]: NZTA continues to oppose any condition addressing geotechnical management for the reasons set out in its legal submissions dated 29 July 2026. NZTA acknowledges the Panel's draft decision records that the GMP would not be subject to the Outline Plan or certification processes (paragraph 247).

If the condition is imposed by the Panel, NZTA considers it should:
(1) Be limited to the Waterview Interchage and Arch Hill Scenic Reserve Area where a geotechnical risk was identified by Council. There is no evidence of a geotechnical risk across the entirety of NORs 9 and 10; and
(2) Only require NZTA to provide a copy of the Geotechnical Design Statement to Council that will be prepared as part of NZTA's normal design/engineering processes (rather than a separate document).

Commented [NZTA50]: NZTA considers the condition should use the defined term "SQP"

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NoR number	Condition number	Condition
2, 3, 6, 8, 9, 10 and 12	29.	As part of the detailed design of the Project, a SQEP must determine the BPO structural mitigation for mitigating noise effects on PPFs. The SQEP must, as part of the BPO, consider if existing Noise Barriers could be retained or altered.
2, 3, 6, 8, 9, 10 and 12	30.	(a) Prior to the start of construction works, a SQEP must identify those PPFs where, following implementation of BPO structural mitigation: (i) The external traffic-noise level at the façade facing the Project is higher than 67 dB $L_{Aeq(24h)}$; and (ii) A noise level increase of 1 dB or more will occur due to the Project implementation; and (iii) where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside Habitable Spaces ('Category C Buildings') as far as reasonably practicable. Such PPFs will be classified as "Category C Buildings". (b) The noise level increases discussed above must be based on a comparison of the Do-nothing scenario and the Detailed design scenario.
2, 3, 6, 8, 9, 10 and 12	31.	Prior to the start of construction in the vicinity of each Category C Building, the Requiring Authority must write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within 12 months of the date of the Requiring Authority's letter, the Requiring Authority must instruct a SQEP to visit the building and assess the noise reduction performance of the existing building envelope.
2, 3, 6, 8, 9, 10 and 12	32.	For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition 31 above if: (a) the Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or (b) the building owner did not agree to entry, or the building owner agreed to entry but the Requiring Authority could not gain entry, within 12 months of the date of the Requiring Authority's letter sent in accordance with Condition 30 above (including where the owner did not respond or entry was denied by a tenant within that period); or (c) the building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project. If (b) or (c) above apply to a Category C Building, the Requiring Authority is not required to offer to implement Building-Modification Mitigation to that building.
2, 3, 6, 8, 9, 10 and 12	33.	Subject to Condition 32 above, within six months of the assessment undertaken in accordance with Condition 31, the Requiring Authority must write to the owner of each Category C Building advising: (a) if Building-Modification Mitigation is required and reasonably practicable to achieve 40 dB $L_{Aeq(24h)}$ inside habitable spaces; and (b) the options available for Building-Modification Mitigation to the building, if required and reasonably practicable; and (c) that the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
2, 3, 6, 8, 9, 10 and 12	34.	Once Building-Modification Mitigation has been agreed, it shall be implemented in a reasonable and practical timeframe by arrangement with the owner.
2, 3, 6, 8, 9, 10 and 12	35.	Subject to Condition 31, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 30 if: (a) the Requiring Authority has completed Building Modification Mitigation to the building; or

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NoR number	Condition number	Condition
		(b) an alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) the building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition 31 (including where the owner did not respond within that period); or (d) the building owner cannot, after reasonable enquiry, be found prior to Completion of Construction of the Project.
2, 3, 6, 8, 9, 10 and 12	36.	All noise barriers required as determined by the BPO assessment in accordance with Condition 29 must be installed prior to the opening of the Project.
2, 3, 6, 8, 9, 10 and 12	37.	The Noise Barriers that are part of the BPO must be maintained so they retain their noise reduction performance as far as practicable.
~~3 and 7~~	~~38.~~	~~**Transpower Construction Management Plan**~~ ~~(a) The Requiring Authority must engage a suitably qualified person to prepare a Transpower Construction Management Plan (TCMP) before the start of any Construction Works within 50m of Transpower Assets.~~ ~~(a) The purpose of the TCMP is to set out the management procedures and construction methods to be undertaken so that Construction Works are safe and appropriately manage any potential adverse effects on Transpower Assets. To achieve this purpose, the TCMP must include, but need not be limited to, the following:~~ ~~(i) the roles and responsibilities of staff and contractors responsible for implementation of the TCMP;~~ ~~(ii) drawings showing proposed Construction Works in the vicinity of, or directly affecting, Transpower Assets;~~ ~~(iii) drawings showing the existing location and any future location of any Transpower Assets that the Parties have agreed by separate Transpower Works Agreement may be altered or relocated to accommodate the Construction Works and/or the Project;~~ ~~(iv) drawings showing that the Construction Works (temporary and permanent) mitigate Earth Potential Rise where the use of conductive materials for Project infrastructure (e.g., signs, metallic barriers, lighting, noise walls), or relocated network utilities installed during the Construction Works are within 50m of the Transmission Assets;~~ ~~(v) drawings showing that the Construction Works (temporary and permanent) maintain an appropriate vertical clearance between the transmission line conductors and the finished Busway level. For the purpose of this clause, "appropriate vertical clearance" is 10.5m in relation to the 220kV Henderson – Otahuhu A transmission line and 9.5m in relation to the 110kV Henderson to Hepburn Road A and Henderson – Otahuhu A transmission lines;~~ ~~(vi) drawings showing that the Construction Works (temporary and permanent) maintain a standard of access comparable to that which existed prior to the Construction Works to Transpower Assets for maintenance at all reasonable times, and emergency works at all times;~~ ~~(vii) proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 ("NZECP 34: 2001"), including any dispensations that Transpower has granted for any Construction Works; and~~ ~~(viii) proposed methods to:~~ ~~A. delineate areas that are not to be accessed during Construction Works and areas within which management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or a Transpower observer;~~ ~~B.~~ ~~C. B. manage the effects of dust (including any other material which can cause material damage beyond normal wear and tear) resulting from Construction Works on the Transpower Assets;~~ ~~D.~~

Commented [NZTA51]: NZTA requests the deletion of Condition 38. Transpower has confirmed to the Panel that its concerns have been addressed through agreement outside the consenting process and has also requested the removal of Condition 38 (by letter dated 19 August 2026).

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NoR number	Condition number	Condition
		~~E. C. manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; and~~ ~~F.~~ ~~G. D. manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to the Transpower Assets, including the conductors and support structures.~~ ~~H.~~ ~~H. The Requiring Authority must consult with Transpower during the preparation of the TCMP by:~~ ~~I.~~ ~~J. (i) Providing a draft of the TCMP to Transpower for review; and~~ ~~K.~~ ~~L. (ii) Taking into account Transpower's written feedback on the draft TCMP provided to the Requiring Authority within 20 working days, and addressing that feedback to the extent practicable before finalising the TCMP.~~ ~~M.~~ ~~N. (d) The Requiring Authority must implement the TCMP for the duration of any Construction Works within 50m of Transpower Assets.~~ ~~O.~~ ~~P.~~A. ~~(e) The Requiring Authority must provide written notice to Transpower at least 10 working days before starting Construction Works within 50m of Transpower Assets. The written notice must be sent to: transmission.corridor@transpower.co.nz.~~

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