
Fast-track Approvals Act 2024
Comments on a Fast-Track consenting application
NZRPG Management 2017 Ltd & Westgate Properties (2017) Ltd
Re Te Ara Hauauru - Northern Busway

To: The Expert Panel

From: Westgate Properties (2017) Limited

And From: NZRPG Management 2017 Limited

Fast-track project: Te Ara Hauauru - Northern Busway

Fast-Track Reference: FTAA- 2511-1146

1. Introduction

- 1.1. This submission relates to the New Zealand Transport Agency's (NZTA) application (**Application**) under the Fast-track Approvals Act 2024 (**FTAA**) in respect of the Te Ara Hauauru – Northwest Busway project (**TAH**).
- 1.2. These comments are submitted on behalf of NZRPG Limited entities:
 - 1.2.1. Westgate Property Limited (**WPL**), as the owner of the large majority of the land within the Westgate Shopping Centre, which is significantly affected by TAH. WPL's holdings are most directly affected by that part of the busway running along Westgate Shopping Centre's easternmost boundary, which is within NOR2; and
 - 1.2.2. They are also submitted on behalf of NZRPG Management 2017 Limited (**NZRPGM**), the managing entity of the Shopping Centre.
- 1.3. These comments are submitted on behalf of WPL and NZRPGM in respect of land holdings and interests within the Westgate Shopping Centre identified by the Expert Panel (in its Minute 2) as being sufficiently proximate to TAH to warrant an invitation to comment.
- 1.4. These comments are intended to provide the Expert Panel with a greater understanding of the Westgate Metropolitan Centre, the impact of TAH on it and the relief that WPL/NZRPGM seeks.

2. Background – Westgate Metropolitan Centre and Westgate Shopping Centre

- 2.1. WPL and NZRPGM are wholly owned subsidiaries of NZ Retail Property Group Limited (**NZRPG Group**). NZRPG Group (through various subsidiaries) owns and operates major retail and mixed-use centres throughout New Zealand, including Milford Shopping Centre (Auckland's North Shore), The Plaza (Palmerston North) and Fraser Cove (Tauranga).
- 2.2. NZRPG Group's principal holdings are at Westgate Metropolitan Centre. These landholdings, including those owned by WPL within the Westgate Shopping Centre site, which to the south of Fred Taylor Drive (**Shopping Centre**).
- 2.3. NZRPG's Group has been the private sector entity primarily responsible for the development of the metropolitan centre of Westgate (**Metropolitan Centre**). Westgate Metropolitan Centre is approximately 157ha. The areas master-planned or developed by NZRPG Group are identified as a series of 'zones'¹, including the Shopping Centre, which is identified as Zone 0 on the Metropolitan Centre Masterplan attached as **Appendix 1**.
- 2.4. Westgate Metropolitan Centre has developed as a result of decades of comprehensive master-planning intended to establish a regional centre serving North and West Auckland. NZRPG Group has been the key private-sector party in this process, working with both Waitakere City Council and Auckland Council to help develop the Metropolitan Centre's zoning controls, infrastructure, and built form. It has required complex and coordinated planning and consenting processes from the early 2000s to the present day. Substantial public and private investment in infrastructure was committed early to establish a town form with integrated land use planning. Unlike other large development sites, at Westgate Metropolitan Centre, infrastructure was developed ahead of commercial land use, with roading and water infrastructure already in place across large areas of development-ready land. This land has been, and continues to be, built out as market demand requires.
- 2.5. From its inception, WPL (along with the NZRPG Group) has advocated for effective public transport solutions for Westgate, which it believes are appropriate and comprehensive for a metropolitan centre. It has embraced the multi-modal approach to transport, on which the Metropolitan Centre was based, and has been open to incorporating public transport infrastructure into its own developments. It committed, under contract, to deliver a bus transport interchange within the Metropolitan Centre. This was ultimately relocated by the Auckland Council to the site of the current Westgate Bus Station, which is nearing completion. WPL has strongly advocated for improved access to public transport for Westgate and the Northwest, which it considers have been underinvested in by Auckland Council and NZTA compared with the region's other metropolitan centres and growth nodes.

¹ 'Zones' in this context is a description used by NZRPG Group for identifying different parts of the Metropolitan Centre

- 2.6. In terms of the Auckland Unitary Plan (AUP), the Westgate Metropolitan Centre is identified as one of the region's four designated urban nodes (Westgate, Albany, Manukau, and the Central City)². The majority of the Westgate Metropolitan Centre, including the Shopping Centre and as far north as Kedgley Drive, is zoned in the AUP as "Metropolitan Centre". The areas north of that zone are zoned 'General Business'. The areas to the northeast are zoned 'Light Industry'.
- 2.7. In terms of scale and intensity of commercial activity, Westgate is currently second only to Auckland's central business district in terms of retail sales for an identified business area in Auckland. It therefore represents not merely a local commercial precinct, but a nationally significant centre of economic activity, employment, and investment.
- 2.8. Properties at Westgate owned by NZRPG Group entities are managed by NZRPG Group management entities. NZRPGM is also the manager of several properties not owned by NZRPG within the Shopping Centre. Parts of the Westgate Metropolitan Centre not owned or managed by NZRPG Group entities include major retail facilities such as Costco, Pak n Save, Northwest Shopping Centre, and Bunnings.
- 2.9. The development of the Westgate Metropolitan Centre is ongoing. Again, this growth is being led by NZRPG Group. NZRPG Group entities have completed large development projects in the Northern parts of Westgate, and significant further retail properties are nearing completion.
- 2.10. The Shopping Centre, located south of Fred Taylor Drive, is "Zone 0" within the greater Metropolitan Centre. It was NZRPG Group's original development. It has operated for over 25 years and has been the genesis for the development of the Westgate Metropolitan Centre. The landholdings within the Shopping Centre are mostly, though not exclusively, owned by WPL. Despite not being exclusively owned by WPL, the Shopping Centre operates as a legally integrated whole. This is done through a legal framework of encumbrances, covenants, property management agreements, and leasehold rights. NZRPGM's management role is provided for by this legal framework.
- 2.11. This integrated management arrangement also means that all owners and occupiers within the Shopping Centre have legal rights over and are directly affected by activities occurring in parts of the Shopping Centre, even if they are not immediately adjacent to their own properties. Where parking and circulation areas are a shared pool within any retail Centre, their value is not limited to the retail units closest to them. Any material changes to the Centre's shared infrastructure, including parking and vehicle circulation, affect all owners and occupiers as a matter of both legal right and practical operation.

² Auckland's Future Development Strategy at section 4.2.1

3. Application and Fast Track Consenting Process

- 3.1. NZRPG wishes to acknowledge the proactive approach to large scale project and Infrastructure consenting provided by the Fast Track approvals Act. It also acknowledges and supports the delivery of improved public transport proposed by the Te Ara Hauauru – Northern Busway. It is however concerned with aspects of, and process in relation to, the application under the FTAA to date.
- 3.2. NZRPG has sought and had limited consultation with NZTA in order to consider options for integration of the proposed busway with the Shopping Centre site. This has not resulted in any meaningful outcomes as the process has been focused on the accelerated securing of the proposed designation.
- 3.3. Although the proposed timeframe for the project's construction is medium to long term the impact of the designation for NZRPG has been immediate. Significant projects which were due to commence have been stopped and NZRPG will be required to seek immediate redress for its significant losses.
- 3.4. The applicant appears to have not considered the scale of the impacts of the designation on NZRPG's live projects in terms of its option analysis. NZRPG considers that alternatives would have been considered if the buildings which it is now unable to complete had been under construction or operating.
- 3.5. Concerns have been raised by WPL and NZRPGM in relation to the administrative process relating to properties identified as effected and the service of information to owners and occupiers of information in relation to the process. Given the Fast track nature of the process, it is considered important that these processes are correctly undertaken. We acknowledge the panels response in this regard.
- 3.6. The operational structure at the Shopping centre comprises Owners, Occupiers and the Manager NZRPG Management 2017 Limited. WPL is not the owner of all properties effected including some that will require permanent removal. It is NZRPG's view that the applicant has not consulted with or considered these interrelationships correctly despite having been advised of this structure on several occasions. It has not observed the roles, responsibilities and interests of these parties and has engaged directly with some occupiers, not others and without correctly involving owners or the manager.

4. Westgate Metropolitan Centre Traffic Environment – Northside Drive & Fred Taylor Drive

- 4.1. WPL/NZRPGM has concerns that granting consent to the proposal, but particularly NOR2, will result, during construction, in material transport effects for Westgate Shopping Centre and Westgate Metropolitan Centre as a whole.
- 4.2. Currently, the sole connection from the east to the North Shore and the City is the Fred Taylor Drive interchange with SH16 and SH18. The interchange and intersection are highly complex and, at peak times, are performing at dysfunctional levels of service, creating queuing, including on SH16 off-ramps. These issues also currently cause serious, chronic congestion in the Metropolitan Centre.
- 4.3. The Traffic Network constraints on Fred Taylor Drive have been recognised and acknowledged by both NZTA and, in the past, Auckland Transport. This included NZTA acknowledging this during its consultation with WPL/NZRPGM on the TAH project.
- 4.4. WPL/NZRPGM is particularly concerned that the construction of the busway and tunnelling under Fred Taylor Drive and near Gunton Drive will result in disruptions to the operation of this intersection. Disruptions, even for a very short period, will have significant implications not only for WPL/NZRPGM but also for the many businesses located at Westgate.

Northside Drive

- 4.5. Traffic capacity constraints are well-known and longstanding at Westgate Metropolitan Centre. In large part, this is attributable to the incomplete nature of the roading infrastructure serving it. The primary example is Northside Drive and its connections with State Highway 16/18.
- 4.6. The development of the Metropolitan Centre was premised on it having two key connections to the SH16/18 motorway system, one at Hobsonville Road and the second at Northside Drive. This second connection is planned to extend across SH16 to directly link with Trig Road and SH18. To provide for this, during the early phases of enabling works at the Metropolitan Centre, NZRPG Group entities built Northside Drive-West up to the edge of SH16. This was also built to a standard that would allow it to carry traffic from SH18 without further upgrade. NZTA constructed the bridge pillars in the central motorway median in anticipation of a fully designed Northside drive bridge. This was expected to follow soon after.
- 4.7. Since this work was completed, development within the Metropolitan Centre continued in keeping with its zoning, a level of development which assumes the Northside Drive connection is in place. Despite this and despite remaining a “committed project” due for completion around 2015, Northside Drive remains unbuilt.

4.8. **Figure 1** below shows the construction of the Northside Drive extension and the anticipated connection to Trig Road and SH18.



Figure 1

4.9. **Figure 2** shows the earth-worked and retained abutment on the western side of SH16. It also shows the central bridge span foundation, which NZTA constructed in anticipation of the connection over SH16. This was completed in 2013.



Figure 2

4.10. Subsequently, further assessment by Auckland Transport resulted in an expanded Northside Drive option being recommended. This included a four-lane connection rather than a two-lane

connection and south-facing ramps at SH16 Northside Drive³. Despite not yet proceeding, Northside Drive remains an anticipated and committed project in a range of Auckland Transport/NZTA's policy and plan documents.

- 4.11. NZTA's proposal for the busway (NOR2) proposes a cut batter removing the current retaining wall and earth-worked fill batter. It is unclear from the material provided whether this retained abutment will be replaced to continue to provide for the Northside Drive extension to be bridged over SH16. It is also unclear from the material provided whether a new Northside Drive bridge will be provided for. Given the Metropolitan Centre's need for the connection and the substantial level of investment that has already occurred here, WPL/NZRPGM would be very concerned if the provision for the Northside Drive interchange is compromised by this project in any way.
- 4.12. Northside Drive is a critical and missing piece of the roading network at Westgate. The delay in its being completed, despite a stated commitment to it, is unacceptable. Therefore, WPL/NZRPGM contends that before any further roading infrastructure is constructed in the Westgate area, it should be completed. In any case, it requires completion prior to the construction of the busway, both for sequencing and to mitigate issues the busway's construction will cause.

Fred Taylor Drive Performance

- 4.13. Fred Taylor Drive divides the Shopping Centre from the rest of the Westgate Metropolitan Centre. As envisaged by Plan Change 15, it was intended to function as a "town centre" road through a metropolitan centre. However, the failure to construct North Side Drive has fundamentally distorted Fred Taylor Drive's intended form and function. What should be a town centre road has instead become a low-amenity, high-traffic environment with the characteristics of a motorway interchange extension.
- 4.14. This has been further compounded by Auckland Transport's interventions, including bus lanes, turning restrictions, closed intersections, median barriers, and bus priority lanes at the Fred Taylor Drive/Maki Street intersection, all of which have reduced capacity for private vehicles. These measures are intended to favour through traffic on Fred Taylor Drive but come at the expense of meaningful and commercially vital traffic and pedestrian connections between the Metropolitan Centre's zones.
- 4.15. These factors create capacity issues which already affect Westgate Metropolitan Centre, including the Shopping Centre, and delay entry and exit from the area. This also creates queuing on SH16's northbound off-ramp, routinely extending onto SH16 itself.

³ Auckland Transport Board Meeting – Agenda Item 3 Dec 2019 Agenda Item No. 10.1 - [item-103-closed-october-2019-accelerated-mode-shift-plan-incl-attachments.pdf](#)

4. TAH's effects on the Shopping Centre, including new development.

- 4.1. While the Metropolitan Centre as a whole is affected, WPL's interests are in the Shopping Centre, and so the direct impacts of TAH on the Shopping Centre are central to it.
- 4.2. The primary impacts relate to the works required to construct and operate the busway under Fred Taylor Drive, and the occupation by NOR2 of a substantial area of land on the Shopping Centre's easternmost boundary. In this location, in addition to the space required for the busway's carriageway, NOR2 is widened, apparently to provide construction laydown and access areas for both the underpass and the busway south of it.
- 4.3. This area of the Shopping Centre may appear to be carparking and loading of less utility; however, undeveloped parts of Metropolitan centres present as the most likely of further development opportunities. Unbeknownst to NZTA, in settling on an alignment and designation, it is running directly through and directly impacting large, consented developments of both important commercial profile and strategic value to NZRPG's business strategies at Westgate Metropolitan Centre.
- 4.4. While WPL/NZRPGM has been advised that the breadth of NOR2 in this location is to provide for construction and access, the rationale for the wide extent of the designation footprint beyond the indicative carriageway, particularly where it wraps around the Woolworths supermarket site and joins Westside Drive, is unclear.
- 4.5. In this location, the extent of NOR2, both for the area permanently required for the carriageway and 'temporarily' required for construction and access area, has substantial impacts on WPL, tenants⁴, other Shopping Centre landowners⁵ and NZRPGM. These impacts include blocking major planned new developments and removing precious car parking, both temporarily during construction and permanently. Parking and circulation space is a key component of the entire Shopping Centre's and all its tenants' viability.

Effect on Existing Properties and Businesses

- 4.6. The TAH proposed will result in the permanent removal of a number of existing buildings and effect businesses which are fundamental to the ongoing success of the shopping centre. Several buildings owner by WPL were to be removed to allow for its development projects. Of

⁴ Including Woolworths, which operates the Shopping Centre's anchor tenant supermarket.

⁵ For example, the Medical Centre, which is owned by a third party and leased by them to medical practice tenants. NZRPG Management understands this practice has XXX registered patients

primary concern is the removal of the “medical precinct”. These buildings are owned by parties other than WPL however are managed by NZRPGM. The buildings have provided a community focused health service at Westgate for 25 years. The Medical precinct whilst having differing property ownership operates as an integrated cluster comprising General practice with accident and emergency, pharmacy, radiology, specialist and physiotherapy services.

- 4.7. The designation proposed will require the ultimate removal of these buildings however it is vital that these services and businesses are repositioned at the Westgate shopping centre. Whilst there are mechanisms to address the property loss matters, retaining confidence in these businesses and a clear pathway for their continuation is required and will need the assistance of NZRPGM. The costs associated with providing the medical precinct in an alternative location at the shopping centre will fall to NZTA and will be substantial.

Effect on Development projects

- 4.8. As part of the continued evolution and refresh of the Shopping Centre, WPL/NZRPGM has commenced several substantial projects. These include a newly completed retail and office development.
- 4.9. TAH will have its principal impact on NZRPG’s current development projects, which have reached a construction-ready stage following many years of planning and preparation. These projects include:
 - 4.9.1. a proposed private hospital development; and
 - 4.9.2. a major Outlet and Entertainment Centre development.

Outlet Centre

- 4.10. The Outlet/Entertainment Centre is a fully consented development, which WPL/NZRPGM intended to commence physical construction of in 2026. It is designed as a three-level retail and entertainment complex integrated with structured parking and existing cinema and entertainment buildings. Resource consent for the Outlet Centre was obtained on 4 December 2025.
- 4.11. The building has a Gross Floor Area of approximately 58,000m², serviced by a six-level multi-story carpark topped with rooftop parking. The building is integrated with the existing cinema complex and has a net lettable area of approximately 20,430m².

- 4.12. The Outlet/Entertainment Centre has been conceived as the principal catalyst for the comprehensive refresh of the Shopping Centre by offering a facility that will become a market-dominant sub-regional outlet facility in Auckland.
- 4.13. The Outlet Centre forms part of a long-term strategy that WPL has pursued for several years, predating its awareness of TAH. A key element of that strategy was the deliberate non-renewal of tenancies in the northeast corner of the Shopping Centre, accepting a sacrifice of rental income over several years to preserve development space for the broader redevelopment that the Outlet Centre would represent.
- 4.14. The design of the Outlet Centre and the layout of the Shopping Centre would not permit the current development to be relocated elsewhere on site. If it proceeds despite NOR2 being confirmed, it will need to be reconfigured, which will result in materially less lettable floor area and/or higher construction costs. To confirm the WPL/NZRPGM's position in relation to the Outlet Centre, it wrote to NZTA in February 2026 to seek approval to proceed with this development. NZTA confirmed that it would not allow the Outlet Centre development to proceed pursuant to s. 178 RMA.

Private Hospital

- 4.15. At 13-15 Westgate Drive, WPL/NZRPGM has completed detailed design work for a 4-level, circa 7,000 m² private hospital. This project will expand the medical services currently available to the existing and rapidly growing northwest Auckland communities, and is expected to assist further in offering diversified land use expected in a Metropolitan Centre
- 4.16. Structured parking is required to serve hospital staff and visitors and to replace the car parks currently on the Hospital's development site. This building is proposed for the WPL/NZRPGM land to the site's southern boundary, to the rear of the existing supermarket, which is affected by NOR2.
- 4.17. To confirm the WPL/NZRPGM's position in relation to the parking facility required for the Hospital, it wrote to NZTA in February 2026 to seek approval to proceed with this development. NZTA confirmed that it would not allow this development to proceed pursuant to s.178 RMA.

General Impacts on the Shopping Centre's current tenancies

- 4.18. The direct impact of NOR2 on WPL/NZRPGM's current development projects is clear; however, NOR2 also has considerable broader impacts on the Shopping Centre by taking parking and affecting key circulation routes. This will occur both during construction (whenever that occurs) and permanently once the busway is constructed. These impacts particularly

affect the Woolworths site. In that location, NOR2, it takes parking around that site and covers that part of WPL's land that Woolworths is licensed to use to load goods into the supermarket.

- 4.19. More broadly, the removal of parking and access has a radiating effect across all tenancies within the Shopping Centre. Because parking operates as a communal resource to which every tenant's customers are entitled, any reduction in the number of parking spaces is felt collectively, not just by those tenants immediately adjacent to the affected areas.
- 4.20. Carparking in the shopping centre cannot simply be removed, it needs to be replaced, and in a manner which continues to support the businesses which rely upon it. Whilst this is most acute for businesses close to the TAH it is important for businesses across the shopping centres entirety. In that regard the impact of the proposal extends across all the businesses in the shopping centre, their customers and their employees.

Conclusion

- 4.21. NOR2 has severely curtailed WPL/NZRPGM's ability to realise the commercial utility of its land within a Metropolitan Centre that has evolved through long-term integrated planning. The affected projects are not speculative — they are consented, designed, and construction-ready. Their delivery would almost immediately generate substantial economic activity and employment and provide the community with greater access to healthcare and enhanced retail amenities. To the extent that any of these projects can be reconfigured on the remainder of WPL/NZRPGM's land, which is still being assessed, this will result in reduced yield, lost development potential, and a material diminution of the commercial outcomes that would otherwise have been achieved. It will also result in the delay of the delivery of development.
- 4.22. NZTA's response to these concerns is expected to rely on the Public Works Act (**PWA**) as providing adequate mitigation. However, WPL/NZRPGM has considerable experience with PWA processes and has little confidence that they will capture the full extent of the loss, particularly given the strategic nature of the affected projects. While the PWA can more readily address straightforward property loss, it is poorly suited to compensating for the business losses of a going concern, particularly one as complex as a Shopping Centre. It is therefore almost inevitable that a material portion of that value will fall outside what any PWA process can recover.
- 4.23. In light of these concerns, WPL/NZRPGM has identified conditions that could be applied to go some way toward managing what are expected to be significant effects on its business. These conditions would also strengthen the Metropolitan Centre's resilience to disruption of the critical Westgate Interchange at Fred Taylor Drive. The nature of those conditions is addressed in the following section.

5. Proposed Amendments to the Project Conditions

- 5.1. A description of the proposed changes or new conditions and their background are set out below. The proposed conditions themselves are set out in **Schedule A** to these comments.

Lapse – (Amended) Condition 1

- 5.2. Given the purpose of the FTAA (as discussed above), fact that the benefits of the proposal are increasingly speculative beyond 10 years and where NZTA have provided indicative timeframes for the completion of the works WPL/NZRPGM believes the lapse periods for the different NORs should be reduced and more bespoke. In relation to NOR2, it contends the lapse period should be no more than 15 years.

Designation Review – (New) Condition 4A

- 5.3. Given the large effect on private land this project would have, it is surprising that NZTA's proposed conditions do not include a standard post-construction designation review (roll-back) condition.

Tunnelling under Fred Taylor Drive Designation Review – (New) Condition 4B

- 5.4. This proposed condition requires NZTA to tunnel under Fred Taylor Drive rather than bridge the busway over it. The purpose of this proposed condition is to ensure that the Busway infrastructure through the Fred Taylor Drive / Hobsonville Road area is designed in a manner that minimises adverse effects on the operation, functionality and long-term urban integration of the Westgate Metropolitan Centre. An elevated bridge or viaduct structure over Fred Taylor Drive and Hobsonville Road would create substantial visual, physical and operational effects within a strategically important town centre environment.
- 5.5. The condition also recognises the strategic importance of preserving the efficient operation of the Fred Taylor Drive / SH16 interchange and surrounding transport network during both construction and operation of the Project. By requiring tunnelling or a comparable below-grade solution, using methodologies that avoid prolonged disruption to key transport corridors and adjacent commercial activities that would arise from large-scale surface excavation works.

Liaising with Shopping Centre Manager, Landowner and Supermarket Operator in relation to CTMP – (Amended) Conditions 13, 14 and 15

- 5.6. NZTA's application proposed conditions 13-15, which provided for it to liaise with the operator of the Woolworths supermarket in relation to project design and formulation of the CTMP. Making these conditions focus exclusively on the Supermarket operator is not in keeping with the ownership or management of the affected land. The land at the rear of the Supermarket

is owned by WPL and managed for it by WPL/NZRPGM and the Supermarket does not have exclusive use of this circulation and loading area.

- 5.7. The current conditions narrow focus also ignores more generally the impact of design and construction on the operation, parking and circulation around the Shopping Centre as a whole. The amendments proposed seek to widen the focus to all landowners of land affected, the Shopping Centre manager and, where appropriate, the Supermarket operator.

Westgate Roding Network – (New) Condition 15 A - Northside Drive and Fred Taylor Drive

- 5.8. WPL/NZRPGM proposes a condition that requires the completion of the Northside Drive Interchange as a condition precedent to works pursuant to NOR2 beginning.
- 5.9. In addition to the provision for the Northside Drive Interchange, and to address the risk of further congestion of Fred Taylor Drive as a result of works in and around its intersection with SH16 WPL/NZRPGM proposed condition 15A that requires NZTA to work with Auckland Council on solutions which free the flows of private traffic along Fred Taylor Drive and through its intersection with Maki Street between the shopping and Town centre. This will help reduce the risk of adverse effects on traffic flows into the Shopping Centre and the rest of Westgate Metropolitan Centre as a result of these works.

Advanced Notice of commencement of works – (New) Condition 15B

- 5.10. A new Condition 15B has been included requiring the Requiring Authority to provide advance notice of the anticipated commencement of construction works, together with current design information, construction methodologies and staging details, to the Manager and affected Owners of the Westgate Shopping Centre. The condition is necessary to ensure that the Manager and Owners are provided with sufficient lead-in time and information to undertake operational, leasing, access, traffic management and development planning measures to prepare for, coordinate around and minimise disruption arising from the construction and operation of the Project.

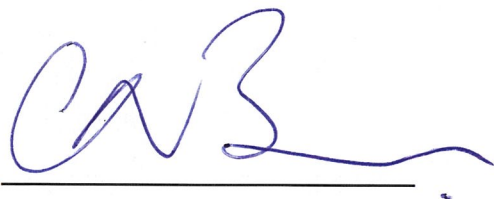
Future preserving opportunities for a future station at Westgate Shopping Centre

- 5.11. NZRPG proposes a new Condition 15C requiring the Requiring Authority to design and construct the Project through the Westgate Shopping Centre area in a manner that preserves the opportunity for the future integration of a rapid transit station within the Centre. The condition is necessary to ensure that the detailed design and construction of NOR2 does not unnecessarily preclude or materially constrain the future development of a strategically located rapid transit station serving the Westgate Shopping Centre. Given the long-term strategic importance of Westgate as a major commercial, transport and growth node, it is appropriate that the Project be future-proofed to enable efficient integration with

future rapid transit infrastructure and associated pedestrian, public transport and urban development outcomes.

Busway Westgate Shopping Centre Interface

- 5.12. In response to NZTA's proposed conditions, the Submitter seeks the inclusion of a further condition addressing the interface between the Busway designation and the Westgate Shopping Centre site. The condition is intended to ensure that the final boundary treatment is appropriately designed to provide a high-quality, integrated and well-managed transition between the two complex adjoining land uses.
- 5.13. The proposed condition requires a landscaped, functional edge to the Busway corridor that integrates with the existing and future development of the Shopping Centre, while mitigating visual, acoustic, and amenity effects and ensuring clear separation between public transport infrastructure and commercial activities.
- 5.14. It also provides for consultation with the Manager and landowner at the detailed design stage, with particular regard to key interface matters such as planting, physical treatments, pedestrian connectivity and integration with the wider public realm, and requires that any departure from that engagement be explained in the Outline Plan.



Campbell Barbour
For and on behalf of NZRPG and WPL

Dated 26 May 2026

Schedule A

Amendments or Additions to the Conditions

NOR Number	Condition Number	Condition
NOR 1,2,4,5,6 7 and 8	1. (amended)	The d Designations NOR 4 and 7 shall lapse if not given effect to within 5 25 years from the date on which it is included in the AUP. <u>Designations NOR 2, 5, 6 and 8 shall lapse if not given effect to within 15 years from the date on which it is included in the AUP</u>
All	4A (new)	4A Designation Review (a) As soon as reasonably practicable following Completion of Construction, the Requiring Authority shall: (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the ongoing operation, maintenance or mitigation of effects of the Project; and (ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
2	4B (new)	4B Fred Taylor Drive / Hobsonville Road Crossing (a) The Project shall be designed and constructed so that the Busway crosses beneath, rather than over, Fred Taylor Drive and Hobsonville Road within NOR 2. (c) The Outline Plan(s) for the relevant section of NOR 2 shall demonstrate how the design achieves compliance with this condition.
2	13, 14, 15 (Amended conditions replacing existing 1-15)	13. Westgate Town Centre Access and Circulation For the purposes of Conditions 14 and 15: (a) Manager means NZRPG Management (2017) Limited or its successor in responsible for the management, operation or coordination of the Westgate Shopping Centre as per the registered covenant instrument over of the following parcels in the Computer Freehold Registers:499905, 499906, 499907, 499908, 499909, 499910, 499911, 499912, 499913, 499914, 499915, 499916, 499917, 499918, 499919, 499920, 499921, 499922, 499923, 499924, 499925, 499926, 499927, 499928, 499929, 499930, 499931, 499932, 499933, 499934, 499935, 499936, 499937, 511481 and 511482 (all North Auckland Registry) . (b) Owner(s) means the owner of the following parcels in the Computer Freehold Registers:499905, 499906, 499907, 499908,

		<p>499909, 499910, 499911, 499912, 499913, 499914, 499915, 499916, 499917, 499918, 499919, 499920, 499921, 499922, 499923, 499924, 499925, 499926, 499927, 499928, 499929, 499930, 499931, 499932, 499933, 499934, 499935, 499936, 499937, 511481 and 511482 (all North Auckland Registry)</p> <p>(c) Supermarket means the supermarket located at Westgate Shopping Centre, Westgate and Fernhill Drive, being Section 2 Survey Office Plan 561132.</p> <p>(d) Supermarket operator means the lessee or occupier of the Supermarket from time to time.</p> <p>(e) Supermarket loading zone means the area required for the efficient loading at all times of the supermarket</p> <p>(f) Delivery Vehicle(s) means all vehicles requiring access for the purposes of loading.</p> <p>14.(a) The Requiring Authority shall consult with the Owners and Manager when designing the Project and after doing so shall provide for:</p> <ul style="list-style-type: none"> (i) effective and efficient site access and internal vehicle circulation within and around the Westgate Shopping Centre; and (ii) the design and operation of a safe and efficient permanent vehicle access point for delivery Vehicles to loading zones in the Shopping Centre including from Maki Street to the Supermarket and its loading zone. <p>15.(a) The Requiring Authority shall consult with:</p> <ul style="list-style-type: none"> (i) the Owners and Manager in relation to construction staging, site access and internal traffic circulation affecting the Westgate Shopping Centre; and (ii) the Manager and Supermarket operator in relation to measures to maintain reasonable loading and servicing access to the rear of the Supermarket tenancy, when preparing the relevant CTMP required by Condition 16. <p>(b) Where any such measures suggested by the Owners and Manager and Supermarket operator are not incorporated in the CTMP, the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) provide a record of the consultation undertaken with the Owners and Manager; and (ii) set out the reasons provided by the Owners and Manager for the requested measures; and (iii) explain why those measures have not been adopted in the final design submitted to the Council for approval. <p>(c) During Project construction, the Requiring Authority shall:</p>
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		<ul style="list-style-type: none"> (i) as far as practicable, maintain vehicle access and manoeuvrability for Delivery Vehicles from Maki Street to All loading zones. (ii) where it is not practicable to comply with Condition 15(b)(i): <ul style="list-style-type: none"> (A) minimise the duration of disruption to Delivery Vehicles and ensure it is no more than 8 hours in any one continuous period; (B) maintain reasonable alternative arrangements for loading and unloading activities; and (C) provide the Owner, Manager and Operators with at least 3 weeks' notice in writing, except in the case of an unforeseen emergency.
2.	15A. (new)	<p>15A Northside Drive and Fred Taylor Drive</p> <ul style="list-style-type: none"> (a) No works authorised by NOR2 that would affect the usual operation of Fred Taylor Drive, Hobsonville Road, SH16, SH18, Gunton Drive, or the associated interchange and roading links within Designation NOR2, shall be undertaken until the completion and opening to traffic of: <ul style="list-style-type: none"> (i) the connection between Northside Drive and Trig Road / SH18 across SH16; and (ii) an associated interchange with SH16 incorporating, at a minimum, south-facing ramps (b) Prior to the commencement of any works authorised by NOR02 that would affect the usual operation of Fred Taylor Drive, Hobsonville Road, SH16, SH18, Gunton Drive, or the associated interchange and roading links within Designation NO2, the Requiring Authority shall, in coordination with Auckland Council: <ul style="list-style-type: none"> (i) remove, suspend or modify existing bus-only lane restrictions on Fred Taylor Drive; and (ii) implement traffic management measures intended to maintain traffic capacity and network functionality during construction, including reinstating a 4-way vehicle intersection at the intersection of Maki Street and Fred Taylor Drive. (c) For the avoidance of doubt, Conditions (a) and (b) are separate and independent requirements. (d) This condition does not prevent pre-construction: <ul style="list-style-type: none"> (i) investigations, surveying, detailed design, utility relocation or other enabling works that do not materially affect the usual operation of the roading links identified in Condition (a); or (ii) temporary traffic management measures of short duration that do not materially reduce network performance.
2	15B (new)	15B. Notification of Commencement of Construction

	<p>(a) For the purposes of Conditions 15B, 15C and 15D:</p> <p>(i) Manager means NZRPG Management (2017) Limited or its successor in responsible for the management, operation or coordination of the Westgate Shopping Centre as per the registered covenant instrument over of the following parcels in the Computer Freehold Registers:499905, 499906, 499907, 499908, 499909, 499910, 499911, 499912, 499913, 499914, 499915, 499916, 499917, 499918, 499919, 499920, 499921, 499922, 499923, 499924, 499925, 499926, 499927, 499928, 499929, 499930, 499931, 499932, 499933, 499934, 499935, 499936, 499937, 511481 and 511482 (all North Auckland Registry) .</p> <p>(ii) Owner(s) means the owner of the following parcels in the Computer Freehold Registers:499905, 499906, 499907, 499908, 499909, 499910, 499911, 499912, 499913, 499914, 499915, 499916, 499917, 499918, 499919, 499920, 499921, 499922, 499923, 499924, 499925, 499926, 499927, 499928, 499929, 499930, 499931, 499932, 499933, 499934, 499935, 499936, 499937, 511481 and 511482 (all North Auckland Registry).</p> <p>(b) No later than 2 years prior to the anticipated commencement of construction works within NOR2 affecting the Westgate Shopping Centre land or surrounding roading network, the Requiring Authority shall provide written notice to the Owners and Manager.</p> <p>(c) The notice required by Condition (b) shall include:</p> <p>(i) the anticipated commencement date for the relevant construction works;</p> <p>(ii) the current design plans and drawings for the relevant works;</p> <p>(iii) details of the anticipated construction methodology, staging and sequencing of works;</p> <p>(iv) details of anticipated temporary and permanent effects on:</p> <p>(A) vehicle access;</p> <p>(B) internal circulation;</p> <p>(C) parking;</p> <p>(D) loading and servicing access; and</p> <p>(E) pedestrian connectivity within and around the Westgate Shopping Centre; and</p> <p>(v) the Requiring Authority's proposed programme for ongoing engagement and consultation with the Owners and Manager in relation to detailed design and construction staging.</p>
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		<p>(d) Following the notice provided under Condition (b), the Requiring Authority shall keep the Owners and Manager reasonably informed of any material changes to:</p> <ul style="list-style-type: none"> (i) the anticipated commencement date; (ii) the design of the works; (iii) construction staging or methodology; or (iv) the anticipated effects identified in Condition (c)(iv).
2	15C (new)	<p>15C. Westgate Shopping Centre Station</p> <p>(a) The Requiring Authority shall design and construct the Project within and adjacent to the Westgate Shopping Centre land so as to preserve, the opportunity for the future development and integration of a rapid transit station within the Westgate Shopping Centre.</p> <p>(b) To achieve the purpose of Condition (a), the Requiring Authority shall have particular regard to:</p> <ul style="list-style-type: none"> (i) maintaining the physical ability to provide future pedestrian, public transport and vehicle connectivity between the Project and the Westgate Shopping Centre; (ii) avoiding, where reasonably practicable, permanent structures, retaining elements, utilities, access arrangements or other infrastructure that would materially constrain or preclude the future construction of a rapid transit station within the Westgate Shopping Centre; (iii) enabling integration between the Project and the future operation, circulation and development of the Westgate Shopping Centre; and (iv) providing for the future connection of station platforms, passenger accessways and associated station infrastructure to the Westgate Shopping Centre land. <p>(c) The Outline Plan(s) for the relevant section of NOR2 shall demonstrate how the design of the Project has taken into account and provided for the matters set out in Condition (b).</p> <p>(d) Prior to submission of the relevant Outline Plan(s), the Requiring Authority shall consult with the Owners and Manager, regarding opportunities to preserve and integrate a future rapid transit station within the Westgate Shopping Centre. Where any such measures are not incorporated, the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) provide a record of the consultation undertaken with the Owners and Manager; and (ii) set out the reasons provided by the Owners and Manager for the requested measures; and (iii) explain why those measures have not been adopted in the final design submitted to the Council for approval.

1.	15D (new)	<p>15D Boundary Treatment – Westgate Shopping Centre Interface</p> <p>(a) The Requiring Authority shall ensure that the final boundary treatment between the Busway designation and the Westgate Shopping Centre is designed and implemented to achieve an appropriate visual, functional, and landscape interface that:</p> <ul style="list-style-type: none"> (i) provides a high-quality landscaped edge to the Busway corridor; (ii) integrates with the existing and future development of the Westgate Shopping Centre; (iii) mitigates visual, acoustic, and amenity effects arising from the Busway; and (iv) supports safe and legible separation between public transport infrastructure and the adjoining commercial environment. <p>(b) The Requiring Authority shall, in relation to the boundary treatment under (a), undertake consultation with the Owners and Manager during the detailed design stage to ensure that the proposed treatment appropriately responds to the matters detailed in (a).</p> <p>(c) The Requiring Authority shall have particular regard to any reasonable comments received from the Owners and Manager in relation to:</p> <ul style="list-style-type: none"> (i) planting species, density, and maturity; (ii) fencing, walls, or other physical interface treatments; (iii) pedestrian connectivity and visual permeability; and (iv) integration with existing and future landscaping and public realm treatments within the Westgate Shopping Centre. <p>(d) The measures described in Conditions (a) to (c) shall be incorporated into the Outline Plan(s). Where any such measures are not incorporated, the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) provide a record of the consultation undertaken with the Owners and Manager; and (ii) set out the reasons provided by the Owners and Manager for the requested measures; and (iii) explain why those measures have not been adopted in the final design submitted to the Council for approval.
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