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By email

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COMMENTS ON APPLICATION FOR RESOURCE CONSENT UNDER SECTIONS 53 AND 54 OF THE FAST TRACK APPROVALS ACT 2024

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Summary

1. We act for General Distributors Limited, a subsidiary of Woolworths New Zealand Limited ("**Woolworths**") in relation to the fast-track application ("**Application**") by the New Zealand Transport Agency ("**NZTA**") under the Fast Track Approvals Act 2024 ("**FTAA**") for the development of a rapid transit link alongside State Highway 16 ("**Project**"). Woolworths has been invited to make comments on the Application.
2. Woolworths operates two supermarkets along the Project alignment:
 - (a) The **Westgate Woolworths** is located in the Westgate Shopping Centre, at the corner of Westgate Drive and Fernhill Drive. It opened in 1998 and serves a large catchment of customers, predominantly from the Massey, West Harbour, and Whenuapai areas. The supermarket is 4,906m² and is visited by approximately 16,000 customers each week. The Westgate Woolworths employs 86 team members.
 - (b) The **Northwest Woolworths** is located in the Northwest Shopping Centre, at 7 Fred Taylor Drive, Auckland. It opened in 2015 and serves a similar catchment to Westgate Woolworths. The supermarket is 4,336m² and is visited by approximately 11,000 customers each week. The Northwest Woolworths employs 90 team members.
3. The Project will have significant adverse effects on both supermarkets. Regarding Northwest Woolworths, the Project will impact the access point off Gunton Drive, which is the main route for customers and delivery vehicles. Woolworths refers the Panel to the comments of Stride Holdings Limited ("**Stride**") in relation to the effects which the Project will have on truck servicing and customer access for Northwest Woolworths. Woolworths supports transport conditions A - H as sought by Stride and proposes to include only limited

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comments in these submissions on the effect of the Project on Northwest Woolworths.

4. The focus of this submission is therefore on the impact of the Project on the Westgate Woolworths.
5. The Project will have significant and direct adverse effects on the Westgate Woolworths, both **during construction** and **following completion** of the Project. Most fundamentally, the Project will completely remove one of the store's loading docks, and will result in the inability for trucks to manoeuvre through the loading access area to use the other loading dock. This effectively means that Westgate Woolworths will no longer be able to receive deliveries and without the ability to receive deliveries, the Westgate Woolworths cannot operate.
6. The Project will also result in the permanent removal of key customer carparking areas.
7. The draft conditions proposed by NZTA to address effects on the Westgate Woolworths ("**NZTA Conditions**") are entirely deficient. Despite the significant adverse effects on the Westgate Woolworths, the NZTA Conditions simply require NZTA "to consult" on the Project design. The proposed conditions have no objective or outcome, which is inappropriate given the Project's obvious and significant adverse effects on the supermarket.
8. NZTA's proposed approach to effects management in relation to the Westgate Woolworths is surprising, given there are many examples of conditions addressing similar impacts (on supermarkets) that have been agreed by roading authorities (including NZTA) or confirmed by the Environment Court in other recent route protection notices of requirement around Auckland.
9. Amendments are required to the Conditions to ensure the Westgate Woolworths can operate during and after the Project is completed. Woolworths has proposed conditions, attached as **Appendix A**, which are appropriate, reasonable, practical and based on conditions agreed to by the roading authorities in other projects.

The Project's Effects

10. The proposed notice of requirement as notified has inadequately identified or assessed the significant adverse effects on Woolworths as a result of the Project's land take and construction. The Application presents only an "indicative design" and has not adequately assessed the full extent of the effects envelope proposed. The alignment selected by NZTA has clearly not been subject to a robust assessment of alternatives.
11. Only after such testing, if there are no other alternatives, should this alignment be approved, and only on the basis that the conditions sought by Woolworths and Stride are imposed. Without these conditions, the Project must be realigned in this location to avoid effects on Westgate Woolworths' loading area, accessways and carparking.

Significant impact on the Westgate Woolworths

Loading Access

12. Woolworths' primary concern relates to the Project's effects on loading access at Westgate Woolworths. Like all large supermarkets, Westgate Woolworths has a bespoke loading arrangement which is critical to its operation.
13. As set out in the image attached at **Appendix B**, Westgate Woolworths is located at the southern boundary of the Westgate Centre site, to the west of State Highway 16. **Appendix C** illustrates the key component parts of Westgate Woolworths. An accessway at the back of the supermarket allows delivery trucks to drive in from Westgate Drive to Maki Street and along the back of the store to unload goods at two separate loading docks. Loading dock A is used for fresh produce. Loading dock B is used for all other deliveries. Both loading docks cater for delivery vehicles from small panel trucks up to large B-Trains (Class 5), and receive numerous trucks from early morning to the evening. At the top of the accessway is a small, paved area used for operational purposes as described below ("**Truck Turning Area**") and a carpark to the east of the supermarket ("**Eastern Carpark**").
14. As shown in the tracking plans at **Appendix D**, trucks drive into the site and back into either dock to unload from the rear. Once unloaded, trucks drive forward into the Eastern Carpark and then reverse into the Truck Turning Area. The trucks then exit out the same accessway they entered, back out onto Maki Street. The accessway, Eastern Carpark and the Truck Turning Area are fundamental to loading activities at the Westgate Woolworths.
15. The plans attached at **Appendix D** illustrate NZTA's proposed designation in blue hatching. The proposed designation follows the eastern and southern walls of the Westgate Woolworths building. The permanent alignment of the busway (red shaded area) cuts directly through the Truck Turning Area and Eastern Carpark.
16. The Project will therefore result in the **permanent removal** of most of the Eastern Carpark and the Truck Turning Area. This has the following direct impact on supermarket operations:
 - (a) delivery vehicles will no longer be able to access Loading dock B, which will be **permanently lost**;
 - (b) delivery vehicles will no longer be able to exit the dock of Loading dock A because the Eastern Carpark and Truck Turning Area will be **permanently lost**; and
 - (c) the Eastern Carpark will no longer be able to be used.
17. As a result, the Project, both during construction and following its completion, will result in delivery trucks being unable to unload goods. A memorandum from traffic engineer Don McKenzie is attached as **Appendix E**, which provides further detail of the impact of the Project on the loading zone.

18. Mr McKenzie concludes the Project will completely remove the ability for the supermarket to be serviced, noting that even if a truck could enter and reverse into Loading dock A, there would be no space for it to manoeuvre to exit. Mr McKenzie considers NZTA's proposed conditions (conditions 13 - 15) are inadequate to manage the effects of the Project on the supermarket. He supports the conditions proposed by Woolworths.
19. NZTA has recently advised Woolworths it is of the view that delivery trucks (up to a 23m truck and trailer unit) could access the supermarket loading docks from Westgate Drive / Maki Street along the vehicle accessway as follows:
 - (a) Western Dock (Loading dock A):
 - (i) Arriving delivery trucks - travel forwards from Maki Street along the carpark access road and reverse into the dock.
 - (ii) Departing delivery trucks - reverse along the carpark access road to Maki Street.
 - (b) Eastern Dock (Loading dock B) (assuming this dock is modified to be accessible from the western side):
 - (i) Arriving delivery trucks - reverse from Maki Street along the carpark access road to the reconfigured loading area / dock.
 - (ii) Departing delivery trucks - travel forwards along the carpark access road to Maki Street.
20. As set out in Mr McKenzie's memorandum, these suggestions, which would require trucks to reverse 50 to 100 metres along an operational access road used by pedestrians, staff, customers and delivery vehicles (around corners and across pedestrian crossings) are impracticable and carry a significant health and safety risk.
21. A supermarket cannot operate without goods. The inability to receive deliveries, both during construction and permanently following completion of the Project, will render the Westgate Woolworths inoperable.

Carparking

22. The Project will prevent the use of the Eastern Carpark. Not only is part of that Carpark used by delivery vehicles, the Eastern Carpark contains at least 50 customer parks. This customer carpark provides convenient access to the Westgate Woolworths and is popular with customers. It is at full or near-full capacity every day. As well as being the preferred carpark for a number of customers, the loss of at least 50 spaces will place further pressure on the main Westgate Woolworths carpark at the front of the store (which is already under significant pressure).
23. Any impact on customers' ability to find a carpark easily and at a convenient location to access the Westgate Woolworths will adversely affect the Westgate

Woolworths' trade, and lead to loss of customers as they turn to other more convenient options for their grocery shop.

24. Assuming the supermarket can continue to load deliveries (and therefore operate), NZTA has not addressed how these adverse effects on parking in this location will be managed. Woolworths has no certainty as to the nature and duration of this loss of parking, or what other parking will be provided in circumstances where customers are unable to access these car parks.

Impact on Northwest Woolworths

25. The Project will also have significant adverse effects on the Northwest Woolworths. During construction, the Project will remove the access point to the site off Gunton Drive. This access point is fundamental for the operation of the Northwest Woolworths as it provides the main route for customers and delivery trucks to access the site. The loss of this access, even temporarily, would severely compromise the ability of the Northwest Woolworths to operate and would significantly disrupt customer access to the wider retail precinct.
26. The Application does not include any conditions to address the impact of the Project on the Northwest Shopping Centre. Woolworths has reviewed Stride's submission on the Application and supports conditions A – H proposed by Stride to ensure continued access to the site (including the Northwest Woolworths) is maintained throughout construction and operation of the Project.

Proposed conditions for Westgate Woolworths

27. The Project results in significant adverse effects on the environment under the FTAA. The Panel must take into account these effects (and the extent to which they are avoided, remedied or mitigated) when considering the Application and determining appropriate conditions.¹
28. Despite the critical nature of the adverse effects on the operation of the Westgate Woolworths (of which NZTA has been aware for some months), NZTA has not addressed Woolworths' concerns.
29. After NZTA contacted Woolworths in early November 2025 regarding the Project, Woolworths has sought to engage with NZTA to explain its concerns with the Project and the proposed conditions, and to suggest alternative solutions.
30. Woolworths has been committed to constructive engagement with NZTA at every step. Unfortunately, NZTA has not amended the conditions to reflect the serious concerns raised by Woolworths.
31. The Application includes a very brief set of conditions regarding the Westgate Woolworths. The NZTA Conditions proposed are materially deficient and do not address the significant adverse impact on the Westgate Woolworths.

¹ FTAA, Schedule 5, clause 24(1).

32. Despite NZTA's submission that it intends to manage adverse effects of its final Project design through "outcomes-based Proposed Conditions",² the NZTA Conditions proposed for the Westgate Woolworths do not secure the outcome needed to avoid, remedy or mitigate the adverse effects on the Westgate Woolworths.
33. Surprisingly, the only condition that addresses the final design of the Project in relation to the Westgate Woolworths is Condition 14. Condition 14 simply reads:

When designing the Project, the Requiring Authority shall consult the Supermarket operator on the maneuvering [sic] of Delivery Vehicles accessing the Supermarket loading zone from Maki Street.

34. A condition requiring only consultation is not outcomes-based, does not provide any certainty that Woolworths' concerns will be addressed, and does not ensure the significant adverse effects on loading access and parking at the supermarket are avoided, remedied, or mitigated.
35. There are obvious practical difficulties with Condition 14 in terms of how the relevant territorial authority (let alone Woolworths) can be confident it has been discharged. In the context of a condition imposing an obligation to consult with tangata whenua, the High Court (which rejected the condition) observed:³

...there are difficulties in elevating the obligation to consult to the status of legal obligation... ie once it is elevated to a legal obligation disputes can arise as to whether the obligation to consult has been adequately discharged.

36. The approach taken by NZTA to the Westgate Woolworths condition is also inconsistent with the approach taken by NZTA to the only other site-specific condition in the Application, relating to the Point Chevalier New World (Condition 11). This condition at least requires NZTA to design the Project to achieve an identified permanent vehicle access point and manoeuvrability for delivery vehicles.

Woolworths Proposed Permanent Design Condition (draft Condition 14)

37. Woolworths has proposed a condition requiring NZTA to design the Project to achieve an identified permanent vehicle access point and manoeuvrability for delivery vehicles servicing the Westgate Woolworths. Woolworths' approach to the condition set in this regard is not novel. It is also consistent with the approach taken by NZTA in relation to the Point Chevalier New World (Condition 11) and is appropriate given the significant adverse effects of the Project on the Westgate Woolworths.

² Legal submissions on behalf of the New Zealand Transport Agency Waka Kotahi dated 15 December 2025 at [23]

³ *Carter Holt Harvey Ltd v Te Runanga O Tuwharetoa Ki Kawerau* AP 42/02 at [55(b)].

38. It is also consistent with other recent route protection notices of requirement, such as in Designation 1841 relating to Eastern Busway (included in **Appendix F**). This project had adverse effects on a Woolworths supermarket, which effects are now to be appropriately managed by agreed conditions (conditions 29, 30 and 98), signed off by the Environment Court through consent orders.
39. There are several ways in which the final design in this location could mitigate the significant impacts on the Westgate Woolworths. Woolworths is not seeking a definitive design solution at this early stage in the route protection process to ensure the Westgate Woolworths can continue to load. However, the required outcome, *maintaining the ability to load the Westgate Woolworths*, is known now and the details of any alternative loading arrangements can be confirmed as part of the detailed design process, provided conditions are drafted accordingly.
40. We expect NZTA will assert that land it does not control may be required to facilitate alternative options for loading zone access and manoeuvrability. This is irrelevant (and again, not a novel issue in projects such as these). NZTA can also of course acquire land under the Public Works Act 1981 if necessary. Woolworths has undertaken indicative design work which demonstrates there are a range of options available for amending the loading arrangements at this supermarket as the design advances, and NZTA is aware of those.
41. To the extent NZTA may need to secure additional property rights in order to mitigate its effects, the Court of Appeal has upheld the validity of a condition that required the consent holder to obtain either the agreement of a third party or lawful authority to perform roadworks on private land.⁴ The Court recognised the distinction between a condition requiring the consent holder to bring about a result not within their power (which could be invalid), and a condition that simply prevents the development from proceeding until a certain event has occurred (such as obtaining third party agreement or necessary authority).⁵
42. There may be other options available to manage loading safely and efficiently to the Westgate Woolworths, as well as carparking, which do not require the acquisition of third-party land. Provided the conditions clearly include a required outcome and a process for getting there, there will be a range of solutions available.

Woolworths Proposed Construction Conditions (draft Condition 15)

43. Woolworths has proposed two sets of conditions relating to construction:
- (a) **Loading Access Management Plan (LAMP):** Woolworths has proposed a condition requiring a "Loading Access Management Plan" or "LAMP", which is based on condition requirements for a LAMP in the Airport to Botany project (Designation 1853) (condition 23). This condition was negotiated between the parties including NZTA and approved by the

⁴ *Lysaght v Whakatāne District Council* [2022] NZCA 423 citing *Westfield (New Zealand) Limited v Hamilton City Council* [2004] NZRMA 556 (HC).

⁵ *Lysaght v Whakatāne District Council* [2022] NZCA 423 at [59] – [64] citing *Westfield (New Zealand) Limited v Hamilton City Council* [2004] NZRMA 556 (HC).

Environment Court. The LAMP conditions provide a framework to manage construction activities to ensure safe and efficient delivery vehicle access to, and exit from, the supermarket and loading zone throughout construction.

- (b) **Liaison during construction:** The NZTA Conditions only have an obligation for procedures for communication to be included in the Construction Noise and Vibration Management Plan.⁶ Given the significant adverse effects, the conditions need to include a much more comprehensive process around the timeframes and method of communication. Woolworths has proposed conditions providing for a process for liaison during construction to ensure affected landowners and occupiers are regularly updated and able to provide feedback. These conditions are based on condition 44 from the Eastern Busway project (Designation 1841), which was agreed between the parties and approved by the Environment Court.

Conclusion

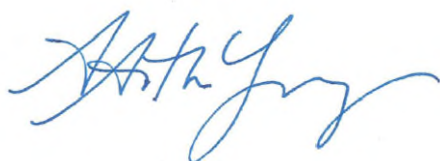
44. The loss of loading access as a result of the Project, both during construction and following completion, poses a fundamental risk to the Westgate Woolworths. Without the ability for delivery vehicles to service the store, the Westgate Woolworths cannot operate. The NZTA Conditions do not avoid, remedy, or mitigate these effects. A mere obligation to "consult" does not give the Panel, territorial authority or Woolworths any certainty whatsoever that the adverse effects will be addressed.
45. The conditions proposed by Woolworths are reasonable, proportionate, and consistent with conditions agreed by roading authorities in comparable route protection designations around Auckland. They are outcomes-based, and will secure an outcome that avoids, remedies, or mitigates the adverse effects on the Westgate Woolworths.

⁶ Condition 19(c)(viii).

46. Should the Application be approved, Woolworths requests the Conditions are amended as set out in **Appendix A** to ensure the Westgate Woolworths can continue to operate during and after completion of the Project.

Yours faithfully

RUSSELL McVEAGH

A handwritten signature in blue ink, appearing to read 'Allison Young', is centered below the typed name.

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APPENDIX A – CONDITIONS

NZTA Proposed Designation Conditions with Woolworths suggested edits in red underline and strikethrough

Supermarket Access – Woolworths Westgate Shopping Centre

Condition Number	Condition
13	<p>Supermarket Access – Woolworths Westgate Shopping Centre</p> <p>For the purposes of Condition 14, <u>and 15, 16 and 17:</u></p> <p>(a) Supermarket means the supermarket located at Westgate Shopping Centre, Westgate and Fernhill Drive, being Section 2 Survey Office Plan 561132.</p> <p>(b) Supermarket <u>L</u>loading <u>Z</u>zone means the area shown <u>in red hatch on the plan attached in</u> an Schedule [TBC].</p> <p><u>(c) Supermarket Loading Dock means the point(s) at which the Delivery Vehicles unload in the Loading Zone.</u></p> <p>(d) Delivery Vehicle(s) means [TBC] <u>Class 5 vehicles including 23-metre truck and long trailer, 23-metre 9-axle B-train, 19.45-metre quad semi, 23-metre truck and full trailer.</u></p> <p><u>(e) Eastern Carpark means the carpark to the east of the Supermarket as shown on the plan attached in Schedule [x].</u></p> <p><u>(f) Manoeuvrability means compliance with RTS-18 New Zealand on-road tracking curves for heavy motor vehicles with a 12.5m radius of turn.</u></p> <p><u>(g) Operator means General Distributors Limited, a subsidiary of Woolworths New Zealand Limited.</u></p> <p><u>(h) Customer Access means access for customers and staff to the Supermarket by vehicle and on foot.</u></p> <p><u>(i) Equivalent Circulation means circulation arrangements that provide no material increase in travel time, no reduction in turning space or Manoeuvrability for Delivery Vehicles, and no reduction in the number of Supermarket Loading Docks available to the Supermarket.</u></p>
14	<p><u>Permanent design</u></p> <p>(a) The Requiring Authority shall consult with the owner of the Supermarket when designing the Project in relation to a permanent vehicle access point for Delivery Vehicles from Maki Street to the Supermarket loading zone.</p>

(a) The Project shall be designed and constructed so that at the completion of the stage of works adjacent to the Supermarket, Delivery Vehicles have safe, efficient and effective access to, and egress from, the Supermarket Loading Zone (**Loading Zone Outcome**). The Loading Zone Outcome must enable:

- (i) access to the Supermarket Loading Zone for Delivery Vehicles in a manner that is safe, efficient, and no less convenient than the access available prior to construction of the Project;
- (ii) sufficient space and geometry within and adjacent to the Supermarket Loading Zone for Delivery Vehicles to manoeuvre in accordance with Manoeuvrability requirements;
- (iii) a safe and efficient means of egress for Delivery Vehicles from the Supermarket Loading Zone to Maki Street, without requiring Delivery Vehicles to reverse out of the Supermarket Loading Zone to Maki Street.

(b) The Requiring Authority shall ensure the design of the Project does not result in any reduction to the number of the Supermarket Loading Docks or the operational capacity of the Supermarket Loading Zone or Supermarket Loading Docks available to the Operator.

(c) The Project shall be designed and constructed so that at the completion of the stage of works adjacent to the Supermarket, Customer Access is maintained in a manner that is safe, efficient, and no less convenient than the access available prior to construction of the Project.

(d) When designing the Project, the Requiring Authority shall consult the Operator on the Loading Zone Outcome. The consultation required under this condition shall be undertaken in accordance with the following process:

- (i) the Requiring Authority must provide the draft design to achieve the Loading Zone Outcome (**Draft Design**) to the Operator and allow 60 working days for the Operator to provide feedback on the Draft Design;
- (ii) the Requiring Authority must use best endeavours to incorporate the feedback received from the Operator into the Draft Design and, if requested to do so, will meet with the Operator to discuss its feedback;
- (iii) the Operator must be asked to confirm if the resulting updated Draft Design addresses its feedback;
- (iv) in the event that the Draft Design is not confirmed as addressing the Operator's comments by the Operator, the Requiring Authority must, at the request of the Operator, meet with the Operator to discuss any matters of disagreement, in an attempt to resolve them, prior to finalising the Draft Design;
- (v) in the event the Operator does not confirm that the final version of the Draft Design addresses its comments (either by providing correspondence that the design does not address the Operator comments or if there is no response within 5 working days of the Operator being invited to confirm), the final version of the design that is submitted to the Council as part of the outline plan of works must attach the comments from the Operator and set out how any issues raised by the Operator have been addressed, and where they have not, outline the reasons why.

(e) The Requiring Authority shall use all reasonable endeavours to provide replacement car parks for any car parks removed from the Eastern Carpark as a result of the Project in a location that is convenient and accessible to the Supermarket, as agreed in writing with the Operator.

15	<p><u>During construction</u></p> <p>(a) The Requiring Authority shall consult with the Operator of the Supermarket when preparing the relevant CTMP required by Condition 46 <u>17</u> and <u>LAMP</u> required by this Condition 15.</p> <p>(b) During Project construction, the Requiring Authority shall:</p> <p>(i) As far as practicable, maintain vehicle access and manoeuvrability for Delivery Vehicles from Maki Street to the Supermarket loading zone between [TBC]</p> <p>(ii) Where it is not practicable to comply with (i) above:</p> <p>(A) minimise the duration of disruption to Delivery Vehicles.</p> <p>(B) provide the operator of the Supermarket with at least 3 weeks' notice in writing, except in the case of an unforeseen emergency.</p> <p>(b) At least 6 months prior to Project construction affecting the Supermarket site, the Requiring Authority shall prepare a Loading Access Management Plan (LAMP) which shall be provided to the Manager for certification.</p> <p>(c) The objective of the LAMP is to provide a framework to manage construction activities to ensure safe and efficient delivery vehicle access to, and egress from, the Supermarket, and the Supermarket Loading Zone, and to maintain Customer Access, in a manner that:</p> <p>(i) avoids, remedies, or mitigates adverse effects on, access to, circulation and manoeuvring within, and egress by Delivery Vehicles associated with the Supermarket Loading Zone;</p> <p>(ii) maintains the existing circulation for access and egress to/from the Supermarket Loading Zone;</p> <p>(iii) maintains safe and convenient Customer Access throughout construction.</p> <p>(d) To achieve this objective, the LAMP shall include:</p> <p>(i) details of construction works that could adversely affect access or egress to the Supermarket Loading Zone, including:</p> <p>i. how works will be sequenced;</p> <p>ii. the physical extent and likely duration of such works;</p> <p>iii. all measures proposed to separate operational construction areas from business operations;</p> <p>iv. details of how the existing circulation for access to and egress from the Supermarket Loading Zone will be maintained;</p> <p>v. details of how Customer Access will be maintained, including pedestrian access and wayfinding;</p> <p>vi. details of how emergency vehicle access to the Supermarket will be maintained;</p> <p>vii. details of measures to minimise dust, noise, and other amenity effects on the Supermarket and its customers during construction.</p>
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- (e) Where (d)(i)(iv) cannot be met, provision for:
- (i) Equivalent Circulation for access and egress to/from the Supermarket Loading Zone, to be agreed in writing with the Operator in advance;
 - (ii) details of the methods and measures proposed to:
 - i. provide safe and efficient Delivery Vehicle access to, and egress from, the Supermarket and the Supermarket Loading Zone during construction;
 - ii. maintain construction site safety security provisions related to accessing the Supermarket Loading Zone;
 - iii. mitigate construction impacts on the confirmed requirements identified in condition 15(e)(i), including methods to provide Delivery Vehicles with access to and egress from the Supermarket Loading Zone;
 - (iii) details of construction activities that can be undertaken during periods when access to and egress from the Supermarket Loading Zone by the Operator is required and the basis on which they will be undertaken;
 - (iv) details of construction activities that can be undertaken between 5pm and 5am;
 - (v) a process for ongoing communication between contractor and Operator during the period of construction works covered by the LAMP, including a minimum 20 working days notice to be given in advance of changes to construction management arrangements impacting the Supermarket Loading Zone.
- (f) The LAMP shall be prepared in consultation with the Operator and shall comply with the requirements for certification of management plans set out in [Condition 3 of the Consent Conditions for the Project].
- (g) Where there is inconsistency between the CTMP and the LAMP, the requirements of the LAMP shall prevail.
- (h) Where the Project requires the removal of any car parks from the Eastern Carpark, the Requiring Authority shall use all reasonable endeavours to provide replacement car parks for those removed in a location that is convenient and accessible to the Supermarket, as agreed in writing with the Operator.
- (i) The Requiring Authority is to appoint a liaison person and hold regular meetings at least monthly (or at an alternative frequency as agreed) between the Requiring Authority, the Operator and the landowner during the construction period for the relevant stage of works for the Project;
- (i) Provide a means of receiving regular updates on the progress of the Project;
 - (ii) Plan and seek feedback on traffic management, wayfinding arrangements and construction sequencing
 - (iii) Enable concerns and issues to be reported and responded to by the Requiring Authority and where practicable, the recommendations from Operator and the landowner must be adopted; and
 - (iv) Provide updates on changes to the Project, including changes to management plans.

16	<p>Post construction <u>Upon completion of construction activities affecting the Supermarket access points, the Supermarket Loading Zone, or the Supermarket carparking area, the Requiring Authority shall promptly rectify any damage and reinstate affected access and parking assets to a standard equivalent to the original condition, at its own cost.</u></p>
16 17	<p>Construction Traffic Management Plan (CTMP)</p> <p>(a) The CTMP shall be prepared prior to the start of construction works and shall be provided to the Manager for <u>certification information. The CTMP shall comply with the requirements for certification of management plans set out in [Condition 3 of the Consent Conditions for the Project].</u> The objective of the CTMP is to appropriately manage any adverse traffic safety and efficiency impacts on other road users caused by the Project.</p> <p>(b) To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> (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 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 access to and from properties and/or private roads where practicable, or to provide alternative arrangements when it will not be, including details of how access is managed for loading and unloading of goods, rubbish collection, and mail/courier deliveries; (viii) The management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (ix) Methods that will be undertaken to communicate traffic management measures to affected road users; (x) Details of minimum network performance parameters during the construction phase including any measures to monitor compliance with the performance parameters; and (xi) Details of any measures proposed to be implemented in the event of minimum network performance parameters identified in Condition 16(b)(x) above being exceeded. (xii) Auditing, monitoring and reporting relating to traffic management activities shall be undertaken in accordance with the requirements of the Road Controlling Authority.



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NOT FOR CONSTRUCTION



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**WOOLWORTHS NZ
WESTGATE & FERNHILL DRIVE**

SUPERMARKET LOADING ZONE

Issue	Description	Checked	Date	Designed:	Date	Scale:
0	FIRST ISSUE	JF	26.05.26	AD	26.05.26	NTS
				AD	26.05.26	(A3 Original)
				JF	26.05.26	
				Job No:	Dwg No:	Rev:
				A25715	1004	0

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APPENDIX B – AERIAL



APPENDIX C – SITE LOCATION PLAN



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NOT FOR CONSTRUCTION



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Auckland
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P: 09 524 7029
E: Auckland@ckl.co.nz

**WOOLWORTHS NZ
WESTGATE & FERNHILL DRIVE**

SITE LOCATION PLAN





Issue	Description	Checked	Date	Designed:	Date	Scale:
0	FIRST ISSUE	JF	26.05.26	AD	26.05.26	NTS (A3 Original)
				AD	26.05.26	
				JF	26.05.26	
		Job No:		Dwg No:		Rev:
		A25715		1000		0

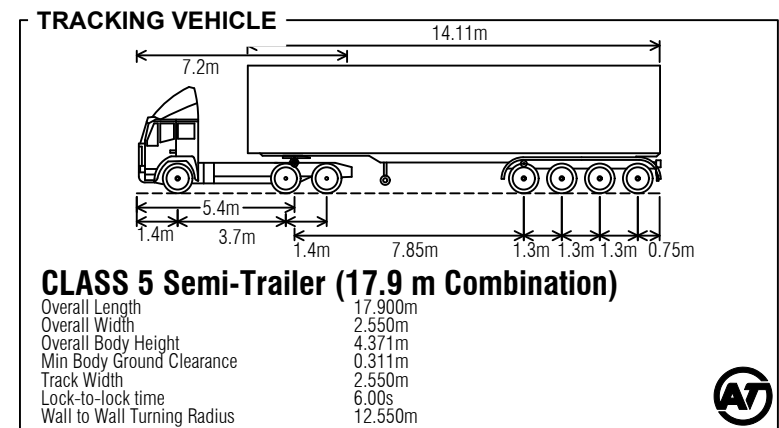
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APPENDIX D - TRACKING PLANS



LEGEND:

-  PROPERTY BOUNDARY
-  DESIGNATION BOUNDARY
-  BUSWAY
-  MAJOR BUILDINGS OUTLINES



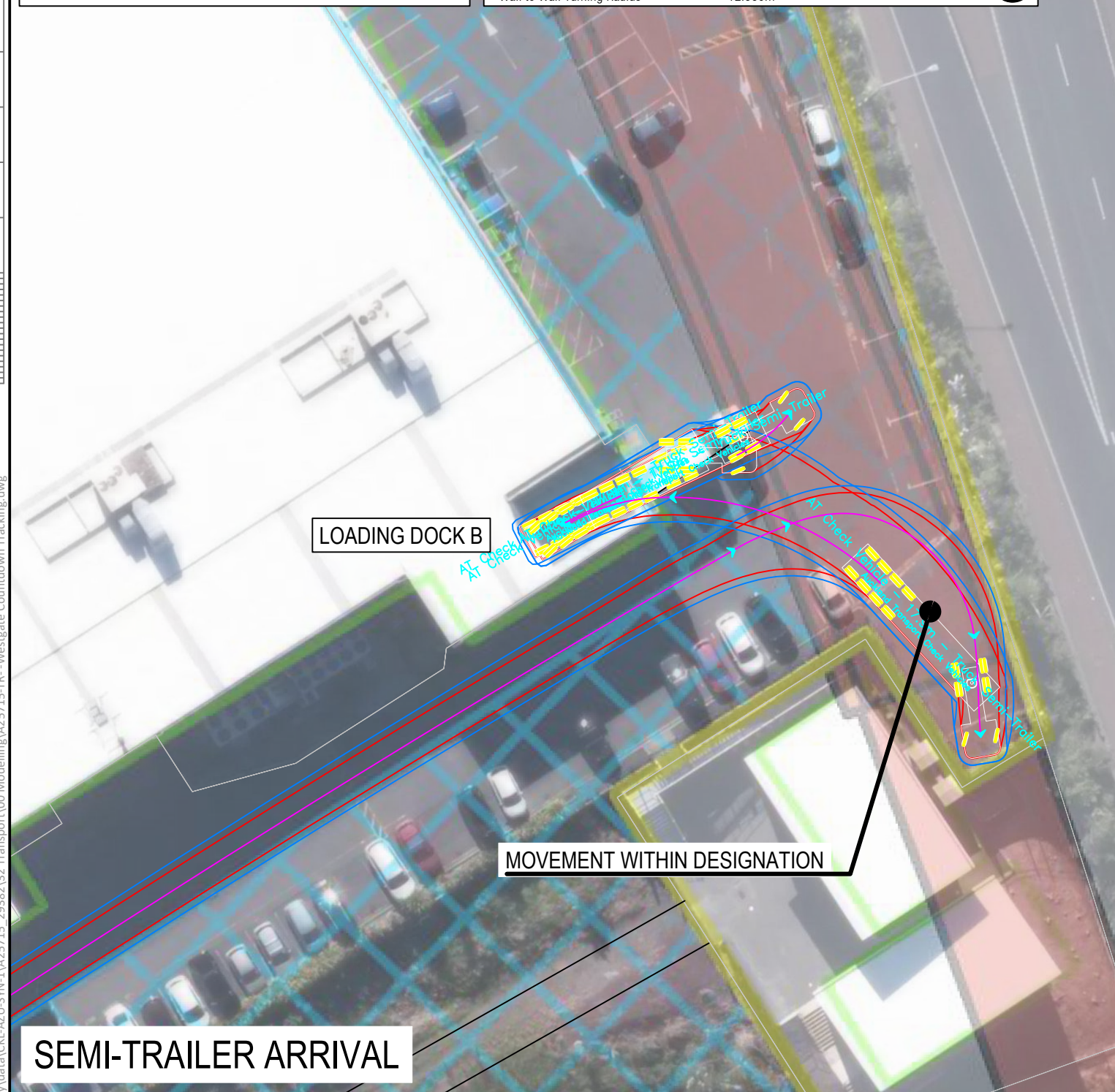
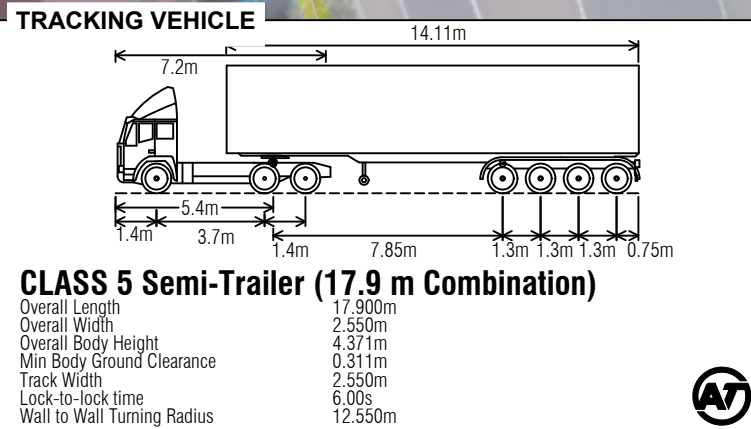
NOT FOR CONSTRUCTION

Issue	Description	Checked	Date	Designed	Date	Scale:
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				JF	26.05.26	
				Job No:	Dwg No:	Rev:
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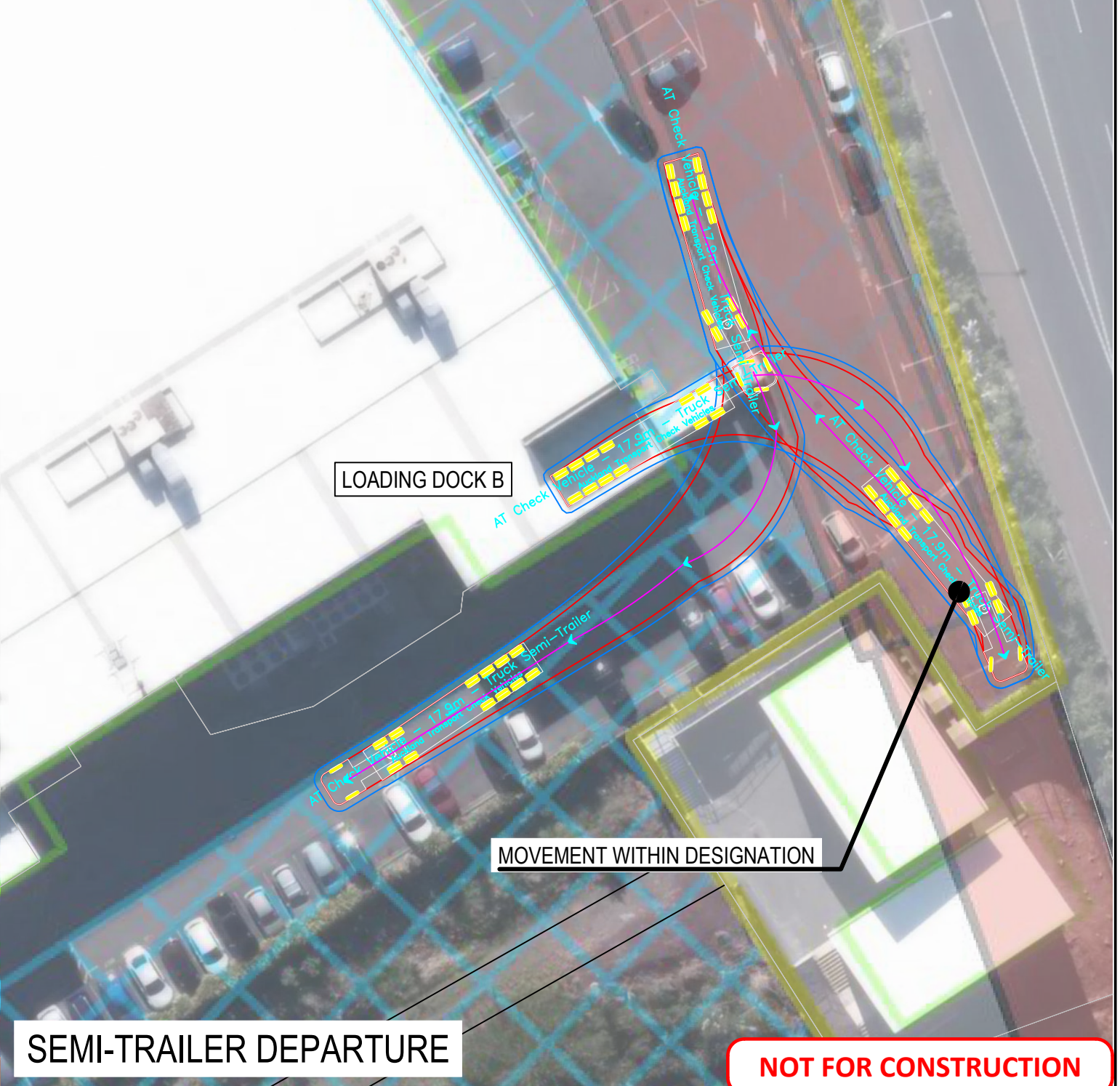
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LEGEND:

- PROPERTY BOUNDARY
- DESIGNATION BOUNDARY
- BUSWAY
- MAJOR BUILDINGS OUTLINES



SEMI-TRAILER ARRIVAL



SEMI-TRAILER DEPARTURE

NOT FOR CONSTRUCTION

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WOOLWORTHS NZ
WESTGATE & FERNHILL DRIVE

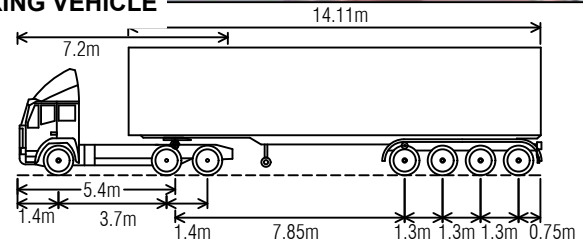
VEHICLE TRACKING
TURNING DETAIL
LOADING DOCK B

Issue	Description	Checked	Date	Date	Scale:
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				Job No: A25715	Dwg No: 1002
				Date: 26.05.26	Rev: 0

LEGEND:

- PROPERTY BOUNDARY
- DESIGNATION BOUNDARY
- BUSWAY
- MAJOR BUILDINGS OUTLINES

TRACKING VEHICLE



CLASS 5 Semi-Trailer (17.9 m Combination)

Overall Length	17.900m
Overall Width	2.550m
Overall Body Height	4.371m
Min Body Ground Clearance	0.311m
Track Width	2.550m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	12.550m



LOADING DOCK A

SEMI-TRAILER ARRIVAL

LOADING DOCK A

SEMI-TRAILER DEPARTURE

MOVEMENT WITHIN DESIGNATION

NOT FOR CONSTRUCTION



Planning | Surveying | Engineering | Environmental

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WOOLWORTHS NZ
WESTGATE & FERNHILL DRIVE

VEHICLE TRACKING
TURNING DETAIL
LOADING DOCK A

Issue	Description	Checked	Date	Designed:	Date	Scale:
0	FIRST ISSUE	JF	26.05.26	AD	26.05.26	1:400
				AD	26.05.26	(A3 Original)
				JF	26.05.26	
				Job No:	Dwg No:	Rev:
				A25715	1003	0

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APPENDIX E – TRAFFIC MEMORANDUM

Memorandum

To: Woolworths New Zealand

From: Don McKenzie

Date: 26 May 2026

Re: Northwest Rapid Transit Project – Transportation Comments

Background and experience

1. My full name is Donald John McKenzie.
2. I am the Director and co-owner of Don McKenzie Consulting Ltd – a sole practice traffic engineering and transportation services consultancy.
3. I was awarded a Bachelor's Degree in Civil Engineering with Honours from the University of Canterbury in 1991. I am a Chartered Professional Engineer in New Zealand, an International Professional Engineer, Fellow and Chartered Member of Engineering New Zealand, and a Fellow and Professional Member of the Institute of Transportation Engineers ("ITE"), USA. I also served as the Global District Director on the International Board of Direction for ITE between 2015 and 2020.
4. Throughout over 30 years of professional experience across New Zealand, I have practiced as a traffic engineering and transportation planning specialist providing transportation consulting and expert witness services to a wide variety of clients across the country within the private sector, local government and central government agencies.
5. I have been involved in the assessment of, and expert evidence presentations associated with, numerous supermarkets, retail developments, residential and mixed-use developments, Plan Changes and Designations/Notices of Requirement throughout metropolitan Auckland and across New Zealand. Some of the key recent development and Designation/Notices of Requirement processes with which I have been involved include:



- a) provision of specialist technical expert services to Auckland Council in its planning function in respect of previous stages of the Auckland Transport Eastern Busway project (Stages EB1 and EB2 Notice of Requirement);
 - b) between 2006 and 2023 I assisted New Zealand Retail Property Group in the preparation of various transport assessments including the provision of expert evidence for the initial Comprehensive Development Plans, resource consents for component developments, Environment Court appeals and a Judicial Review associated with the establishment and consenting of activities within Massey North Town Centre;
 - c) Specialist transportation engineering/planning inputs on numerous Woolworths/Countdown developments across New Zealand including consent-related transportation assessment for Countdown supermarkets at Mt Eden, Manukau, Te Rapa, Whangarei, Dargaville, Mount Roskill, Onehunga, Claudelands;
 - d) I am currently assisting Stride Holdings Limited ("**Stride**") as owners of the NorthWest Centre on the northern side of Fred Taylor Drive with its comments to the Expert Panel in respect of this NorthWest Rapid Transport Project ("**NWRT Project**").
6. On the basis of this extensive experience with both designation/Notice of Requirement processes and the development and operation of supermarket activities throughout New Zealand, I can provide both specific and general knowledge in relation to the current process.
 7. I am making this statement in support of comments made by Woolworths New Zealand ("**Woolworths**") to the expert panel for the NWRT Project. Woolworths has been invited by the Expert Panel to comment on the NWRT Project as an affected and adjacent landowner under section 53 of the Fast-track Approvals Act.
 8. Woolworths has asked me to comment on the NWRT Project from a traffic perspective.

Code of conduct

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



Current Supermarket Operations

10. Woolworths operates a large, busy supermarket at Westgate Shopping Centre, at the corner of Westgate Drive and Maki Street, Westgate ("**Supermarket**"). The Supermarket opened in 1998 and serves a large catchment of customers, predominantly from the Massey, West Harbour and Whenuapai suburbs in Northwest Auckland.
11. The Supermarket utilises multiple staff and customer carparking areas and operates two loading docks at the rear or southern side of the Supermarket. Delivery vehicles enter the Supermarket site from a single accessway ("**service lane**") connecting to the southern end of Maki Street north of its intersection with Westgate Drive located at the southwestern corner of the Supermarket. The service lane extends from Maki Street along the southern edge of the Supermarket, providing access to the Supermarket's two loading docks:
 - a) Dock A is situated approximately 50m east of the Maki Street intersection, and receives the temperature controlled or fresh goods for the Supermarket;
 - b) Dock B is situated at the southeastern corner of the Supermarket closest to the existing SH16 corridor and receives the ambient goods and grocery items.
12. A total of some 46 perpendicular parking spaces are provided along the southern side of the service lane with a further four parking spaces along the northern side of the service lane adjacent to the commercial offices and shops located to the west of the Supermarket. I understand these are used for staff carparks.
13. After completing their visit to one or other of the Supermarket loading docks, delivery vehicles are required to make a turn into the service lane or the area at the southeastern corner of the Supermarket site between the service lane and the Eastern Carpark to leave the Supermarket site. All delivery vehicles must both enter and exit via the Maki Street/Westgate Drive intersection.
14. Depending on the size of the vehicle and the availability of space within the service lane (dictated in large measure by the presence of parked cars along the southern side of the service lane), trucks would either turn within the service lane or be required to continue westbound along the service lane to access the area at the eastern end of the service lane. Even if there was limited parking within service lane, their u-turn within the service lane would only be able to be undertaken by small truck or courier vans. All larger



vehicles (anything larger than a courier van) would be required to proceed towards the Eastern Carpark area to undertake their departure u-turn.

15. The medium to large delivery vehicles (involving vehicles up to and including the 23m high productivity motor vehicle ("HPMV") semi-trailer vehicle) are required by a combination of the roading and accessway connections and current configuration of the Supermarket to:
 - c) Enter the service lane off Maki Street/Westgate Drive;
 - d) Undertake a reverse manoeuvre into either Dock A or Dock B depending on the type of delivery;
 - e) Once the delivery and unloading functions have been completed, the vehicles then drive eastbound to the end of the service lane and turn slightly left into the Eastern Carpark;
 - f) The delivery vehicle then reverses onto a paved area located along the SH16 boundary of the site adjacent to the Vector substation, and
 - g) Once the vehicle has positioned itself within Truck Turning Area and has its steering arranged for departure, it will then turn left out of the Truck Turning Area, travelling westbound along the service lane to exit left onto Maki Street and then right onto Westgate Drive.

16. Larger delivery vehicles service the loading zone up to approximately 4-5 times a day. In addition, there is a more frequent servicing schedule involving upwards of 20 small and medium trucks delivering goods and produce to the Supermarket on a daily basis and throughout the day. The Supermarket loading docks therefore receive multiple vehicles each day, each requiring entry and exit via the service lane and movements through the Maki Street/Westgate Drive intersection.

17. The service lane also provides a secondary access to a customer parking area along the eastern side of the Supermarket site which comprises at least 50 spaces that are primarily accessed by vehicle via the Westgate Shopping Centre carparking area to the north of the Supermarket site, and as a secondary access via the service lane. Pedestrian access to the front door of the supermarket is available from the northwestern corner of the eastern carparking area.



Impact of the Project on the Supermarket

18. I have reviewed the fast-track application by NZTA for the development of a rapid transit link alongside State Highway 16, the Northwest Rapid Transit Project ("NWRT Project"), lodged with the Environmental Protection Authority on 15 December 2025.
19. An extract from the application indicates (with the pink line) the extent of designation sought in relation to Supermarket (shown by the star).

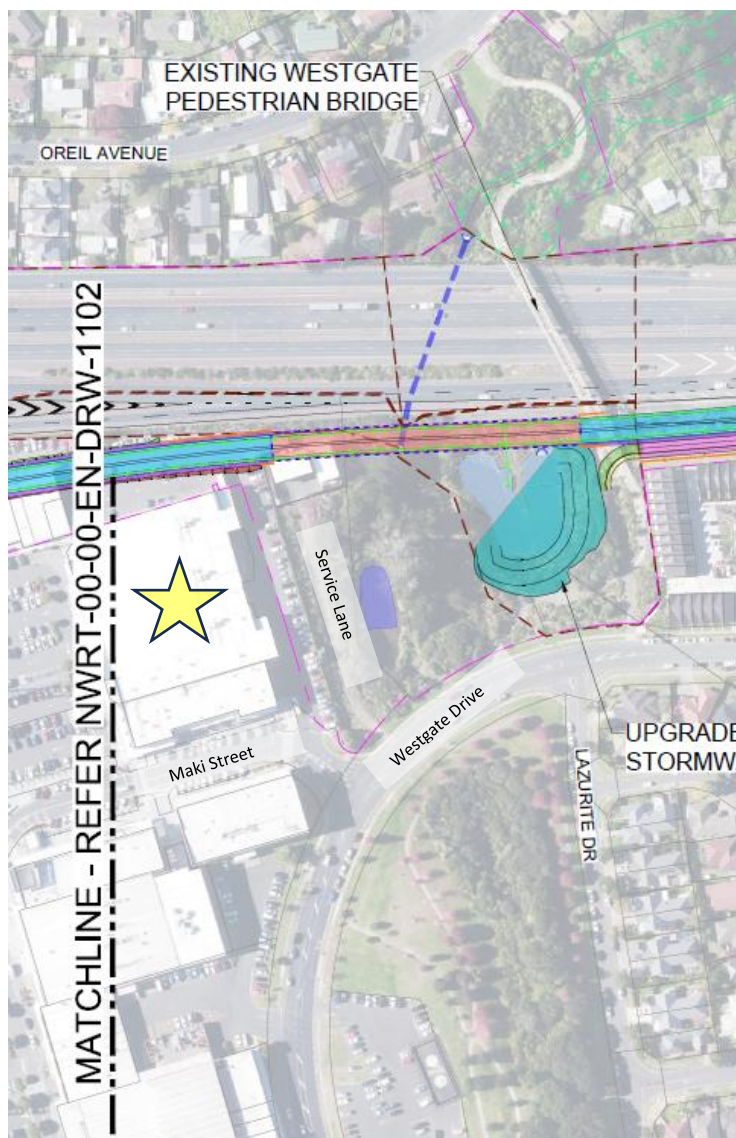


Figure 1: Site Location

20. As can be appreciated from the above, the extent of designation being sought by NZTA for the NWRT Project will include:
 - a) The area occupied by the more or less 46 staff parking spaces along the southern edge of the service lane;



- b) Approximately half of the width of the manoeuvring aisle width of the service lane adjacent to the Supermarket loading docks;
- c) The Truck Turning Area;
- d) All of the eastern carparking area including vehicle access connectivity between the eastern carparking area and the main parking areas within the Westgate Shopping Centre.

Loading Docks and Truck Turning Area

21. The Project will completely occupy the Truck Turning Area, the eastern end of the service lane and half the width of the accessway. In doing so, it will remove the ability of the Supermarket store to receive any deliveries in terms of the access and movement of goods vehicles into and through the existing loading docks. The remaining service lane width (approximately 3-4m adjacent to the Supermarket building and Dock A) is insufficient to provide for the turning and manoeuvring of the delivery vehicles into and out of the Dock A, while Dock B will be completely removed.
22. The remaining width along the service lane is insufficient for it to operate in any meaningful way. Such width is insufficient even for a car to manoeuvre into and out of a parking space, this width is effectively only one traffic lane wide. It does not provide for any turning or manoeuvring.
23. Even if a truck was able to enter the Supermarket site, then reverse into Dock A, there is no means or space for it to undertake the manoeuvre to enable it to return to Maki Street/Westgate Drive. The Truck Turning Area is removed. This will completely remove the ability for this Supermarket to be serviced. Without both loading docks the Supermarket cannot operate and will be forced to close for business.
24. I understand NZTA has proposed that delivery trucks (up to a 23m semi-trailer vehicle) could continue to access the Supermarket loading docks from Westgate Drive / Maki Street along the service lane on the southern side of the Supermarket building in the following manner:
 - a) Western Dock (Dock A):
 - i. Arriving delivery trucks - travel forwards in an eastbound direction from Maki Street along the service lane and reverse into the dock;
 - ii. Departing delivery trucks - reverse westbound along the service lane to rejoin Maki Street and Westgate Drive.



b) Eastern Dock (Dock B) (assuming this dock is modified to be accessible from the western side of the Supermarket):

- i. Arriving delivery trucks - reverse eastbound from Maki Street along the service lane to the reconfigured loading area / dock;
- ii. Departing delivery trucks - travel forwards in a westbound direction along the service lane to connect with Maki Street and Westgate Drive (as they currently do).

25. Based on my experience, the manoeuvres proposed by NZTA are clearly unsafe and operationally unworkable for the following reasons:

- a) Western Dock (Dock A): The NZTA proposal requires departing trucks to reverse approximately 50m along the service lane to Maki Street. Reversing such a distance into an operational parking, footpath and roadway environment is not safe or acceptable. This manoeuvre would also require trucks to reverse across a pedestrian crossing before exiting (in the forward direction) onto Westgate Drive. Furthermore, this arrangement would create queuing as only one vehicle can undertake this manoeuvre (in either direction) at any one time.
- b) Eastern Dock (Dock B): The NZTA proposal for the Eastern Dock is even more problematic as it would require arriving delivery trucks to reverse the entire length of the service lane, a distance of over 100 m from Maki Street. Reversing a 23m semi-trailer vehicle over such a distance along an accessway with pedestrian activity is completely impractical, unsafe and contrary to sound traffic engineering practice.

26. The manoeuvres proposed by NZTA are in my professional opinion unsafe and would not be seen as in any way feasible for a construction period that could extend to a year or more. While Maki Street is not a public road, if it were, Auckland Transport would in my opinion be highly unlikely to accept such reversing manoeuvres onto one of its roads.

27. In NZTA's Assessment of Transport Effects ("ATE")¹ accompanying the Application there is only limited and very broad discussion of loading and servicing issues (Section 3.3.1.3). The ATE concludes that reconfiguration of loading and servicing for the Westgate Shopping Centre as a whole would be required, and that such reconfiguration would only

¹ NZTA, Te Ara Hauāuru Northwest Rapid Transit - Assessment of Transport Effects 15 December 2025



be confirmed as part of construction works negotiation with tenants. In my view, this completely misses the point that without the loading docks at the Supermarket and the ability to circulate and manoeuvre within the service lane and Truck Turning Area, the Supermarket cannot operate.

Carparking

28. The Project will also remove at least 50 customer parking spaces within the at-grade customer parking area including the Eastern Carpark and those further spaces to the rear of the buildings north of the Supermarket. This represents a notable proportion of the total supply associated with Supermarket and their loss will put pressure on overall carpark numbers remaining within the Westgate Centre which are available for Supermarket customers.
29. In my reading of the ATE regarding parking matters, there is once again, only broad and generic Westgate Shopping Centre level discussion of parking issues at Section 3.3.1.3. The ATE relies upon broad summary of parking supply within the Centre as a whole to conclude that 75% of the current parking supply will remain throughout the NWRT Project construction. There was no analysis of demand for these parking spaces, nor consideration of the way in which the parking spaces being removed would affect specific parts of the site such as the complete removal of the parking along the eastern boundary of the Centre and the eastern carparking area serving the Supermarket.

Conclusion on effects

30. On the basis of the assessments undertaken and my appreciation of the mode of operation at the Supermarket (as well as the wider Westgate Shopping Centre), I consider that the Project will create material adverse operational effects on the Supermarket and its activities that will, if unmitigated represent a significant adverse effect on the ability for Woolworths to operate the Supermarket.
31. The inability for the loading docks to deliver the normal loading and servicing functions for a modern supermarket currently undertaken along the eastern side of the Supermarket, will prevent the Supermarket from operating. In my opinion, there is no viable alternative loading/servicing scheme based on NZTA's current proposal that can be implemented given the extent of designation being sought over the Supermarket site. NZTA's proposal indicating a range of reversing manoeuvres along the service lane are plainly unworkable and unsafe.



32. In my opinion, the NWRT Project has not adequately addressed or mitigated the effects (both short-term construction and long-term operationally) on a major, well-established business such as the Supermarket.

Recommendation

33. The scale and nature of transport-related concerns at the Supermarket are such that in my view if the NWRT Project proceeds, clear conditions must be imposed to carefully manage the effects of the NWRT Project on the Supermarket during construction and beyond.
34. In my opinion any conditions that seek to manage the effects of the NWRT Project on the Supermarket would need to ensure the availability and effective operation of two loading docks, their efficient connection for up to 23m long semi-trailer vehicles to and from Maki Street/Westgate Drive (in a forward direction), and replacement parking to an equivalent level (both scale and location) of parking being taken up by the designation.
35. I have reviewed the conditions proposed by NZTA (conditions 13-15) and consider these inadequate to manage the effects of this Project on the Supermarket. It is also surprising to see these "light touch" conditions given the number of major route protection projects which have been considered and confirmed in the Auckland region over the last several years - several of which I have been involved in. All of these projects have well understood conditions to manage the matters that arise here, including in particular effects on supermarket loading and carparking.
36. I have reviewed the conditions proposed by Woolworths attached to its submission and I support them.

Don McKenzie

26 May 2026

APPENDIX F – EXAMPLES OF OTHER DESIGNATION CONDITIONS

1841 Eastern Busway Stage 2 (EB2)

Designation Number	1841
Requiring Authority	Auckland Transport
Location	EB2 is located at Pakuranga Town Centre and encompasses works on Ti Rakau Drive, Pakuranga Road, Reeves Road, Cortina Place and the South-Eastern Highway (SEART).
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 5 years from the date on which it is included in the AUP.

Purpose

Construction, operation, and maintenance of the Eastern Busway Stage 2.

GLOSSARY

Acronym	Full Term
AUP(OP)	Auckland Unitary Plan (Operative in Part)
CCP	Communication and Consultation Plan
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
EB2	Eastern Busway Stage 2
ESCP	Erosion and Sediment Control Plan
Sedar Properties	Sedar Properties Pte Ltd (referred to as Sedar Properties), the ultimate holding company of Pakuranga Plaza Limited.
SSCMP	Site Specific Construction Management Plan (at Pakuranga Plaza)
SSESCP	Site Specific Erosion and Sediment Control Plan
TPMP	Tree Protection and Management Plan
UDLP	Urban Design and Landscape Plan

General Conditions

1. Any reference to a person or company in the following conditions, however described or referred to (including applicant and consent holder), includes the successor or transferee of that person.
2. Except as modified by the conditions below, or by any outline plan, the scope and extent of the works within the designation are to be undertaken in general accordance with the

to ensure appropriate engagement with mana whenua during the construction of the Eastern Busway Project (Package EB2).

7. The framework must include:
 - a) The methods for identifying and engaging with mana whenua.
 - b) The process for involvement of mana whenua in reviewing the implementation of the management and environmental management plans as they relate to:
 - i. Recognising and providing for the cultural values and interests of mana whenua;
 - ii. Implementing and applying tikanga;
 - iii. Managing and monitoring sediment quality; and
 - iv. Promoting ecology and biodiversity, including the use of native vegetation.
 - c) As a minimum the matters identified in (b) above shall be addressed in the preparation of the following management plans:
 - i. Construction Environmental Management Plan;
 - ii. Urban Design and Landscape Plan; and
 - iii. Habitat Restoration Plan.
8. The Requiring Authority must carry out the construction of the Project (Package EB2) in accordance with the Mana Whenua Engagement framework submitted under condition 5.

MANAGEMENT PLANS – CERTIFICATION AND REVIEW

Advice Note: Condition 8 below, applies to all Management Plans.

9. The following general provisions relate to all management plans:
 - a) Management Plans must be submitted to the Council for certification or written approval (as determined by the relevant conditions) as follows:
 - i. At least forty (40) working days prior to the start of works, the Consent Holder must provide Council with a schedule detailing the timing of all relevant Management Plans that will be provided to the Council for certification or written approval. The schedule must be updated and provided to Council prior to any new stage.
 - ii. During the preparation of the draft Management Plans listed in Table 3 below the Requiring Authority must provide to Sedar Properties, General Distributors Limited and The Warehouse Group's copies of those listed plans for comment.
 - iii. Where practicable the Requiring Authority must adopt recommendations received from Sedar Properties, General Distributors Limited and The Warehouse Group.
 - iv. The following information must be provided with the Draft Management Plans listed in Table 3 at their lodgement:

- The submitted records of the consultation undertaken with Sedar Properties, General Distributors Limited and The Warehouse Group;
 - A summary of changes sought by Sedar Properties, General Distributors Limited and The Warehouse Group. This summary must also include commentary from the Requiring Authority in regard to the changes sought by these parties, whether the Requiring Authority has or has not adopted these changes and the reason(s) for adoption/non-adoption of the changes.
- v. Management Plans must be submitted at least twenty (20) working days prior to the Commencement of Construction (excluding enabling works, site clearance, site investigations, relocation of services and establishment of site entrances and temporary construction fencing) unless otherwise specified in the conditions. The consent holder must ensure that any changes from the draft Management Plans are clearly identified.
- b) Any certified Management Plan may be amended, if necessary, to reflect any minor changes in design, construction materials, methods or management of effects to align with the conditions of designation. Any amendments are to be agreed by the Council in writing prior to implementation of any changes. Re-certification is not required in accordance with condition 9 if the Council confirms those amendments are minor changes in design, construction material, methods or management of effects and any changes to the draft Management Plans are clearly identified.
- c) Any amendments to a certified Management Plan other than minor amendments or editing changes must be submitted to the Council to certify these amendments are consistent with the relevant designation condition(s) prior to implementation of any changes. Any change to the management approach must be consistent with the purpose of the relevant Management Plan and the requirements of the relevant conditions of the designation. Where a Management Plan was prepared in consultation with interested or affected parties, any changes to that Plan other than minor amendments or editing changes must be prepared in consultation with those same parties.
- d) Management Plans may be submitted in parts or stages to address activities or to reflect the staged implementation of the Project, and when provided in part or for a stage must be submitted at least twenty (20) working days prior to Commencement of Construction of that part of stage unless otherwise specified in the conditions. If submitted in part, Management Plans must clearly show the linkage with the Management Plans for adjacent stages and interrelated activities.
- e) All works must be carried out in accordance with the approved Management Plans. Works must not commence until written approval or certification of all the relevant Management Plans for that stage have been received unless otherwise approved in writing by the Council.

Table 3: Management Plans Subject to Consultation under Condition 9

Sedar Properties	The Warehouse Group	General Distributors Limited
• Construction Traffic	• Construction Traffic	• Construction Traffic

<ul style="list-style-type: none"> • Management Plan; • Communication and Consultation Plan; • Construction Noise and Vibration Management Plan; • Construction Environmental Management Plan; and • Urban Design and Landscape Plan. 	<ul style="list-style-type: none"> • Management Plan; • Communication and Consultation Plan; • Construction Noise and Vibration Management Plan; and • Construction Environmental Management Plan. 	<ul style="list-style-type: none"> • Management Plan; • Communication and Consultation Plan; and • Construction Noise and Vibration Management Plan.
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STAKEHOLDER COMMUNICATION AND ENGAGEMENT

10. The Requiring Authority must submit a final Communication and Consultation Plan (CCP) for certification in accordance with condition 9. The objective of the CCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and interest groups during construction of the Eastern Busway Project (Package EB2).
11. The CCP must be prepared in accordance with the Draft CCP. The CCP must set out how the Requiring Authority will for the Eastern Busway Project (Package EB2):
 - a) Inform the community and businesses of construction progress and future construction activities;
 - b) Provide information on key project milestones;
 - c) Provide a process for responding to queries and complaints including, but not limited to:
 - i. Who is responsible for responding;
 - ii. How responses will be provided;
 - iii. The timeframes for responses to be provided; and
 - iv. How complaints will be reviewed and monitored to ensure mitigation is effective.
12. The CCP must include:
 - a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, community noticeboard, local paper, newsletters or similar, advertising etc.) and any other relevant communication matters;
 - b) Contact details of the person responsible for communication and consultation for the Eastern Busway Project, including phone, email, project website and postal address;
 - c) Details of where this contact information will be available;
 - d) Details of how a point of contact will be maintained throughout construction

measured from the base of the exterior stairs;

- c) 24-hour Fire and Emergency New Zealand (FENZ) access shall be provided to the sprinkler valve room for sprinkler systems 3 and 4 and the fire brigade inlet for the carpark sprinkler system which is currently located adjacent to the Reeves Road loading dock.
- d) FENZ access to the Reeves Road southwest double egress door and the southeast double set of egress doors on the south side of the building, including truck access, shall be provided when required due to an alarm activation.
- e) Access to street hydrants along Reeves Road shall be maintained at all times.
- f) FENZ shall be notified of any changes to access with at least 24-hours' notice, and regular walk-throughs shall be arranged for FENZ to ensure they are fully informed about the 24-hour access arrangements during construction.

Signage

- 28. The Requiring Authority shall reimburse The Warehouse Group and Sedar Properties for all reasonable costs incurred in upgrading or replacing the existing branding signage (for The Warehouse Pakuranga, Pakuranga Plaza and other commercial premises at Pakuranga Plaza) located on the façades of The Warehouse Pakuranga store following completion of EB2 construction, provided that the upgraded or replacement signage is the same size and number as the existing signage being upgraded/replaced. For the avoidance of doubt, the upgraded or replacement signage may be relocated between the façades of The Warehouse Pakuranga if necessary for visibility.

COUNTDOWN PAKURANGA (GENERAL DISTRIBUTORS LIMITED)

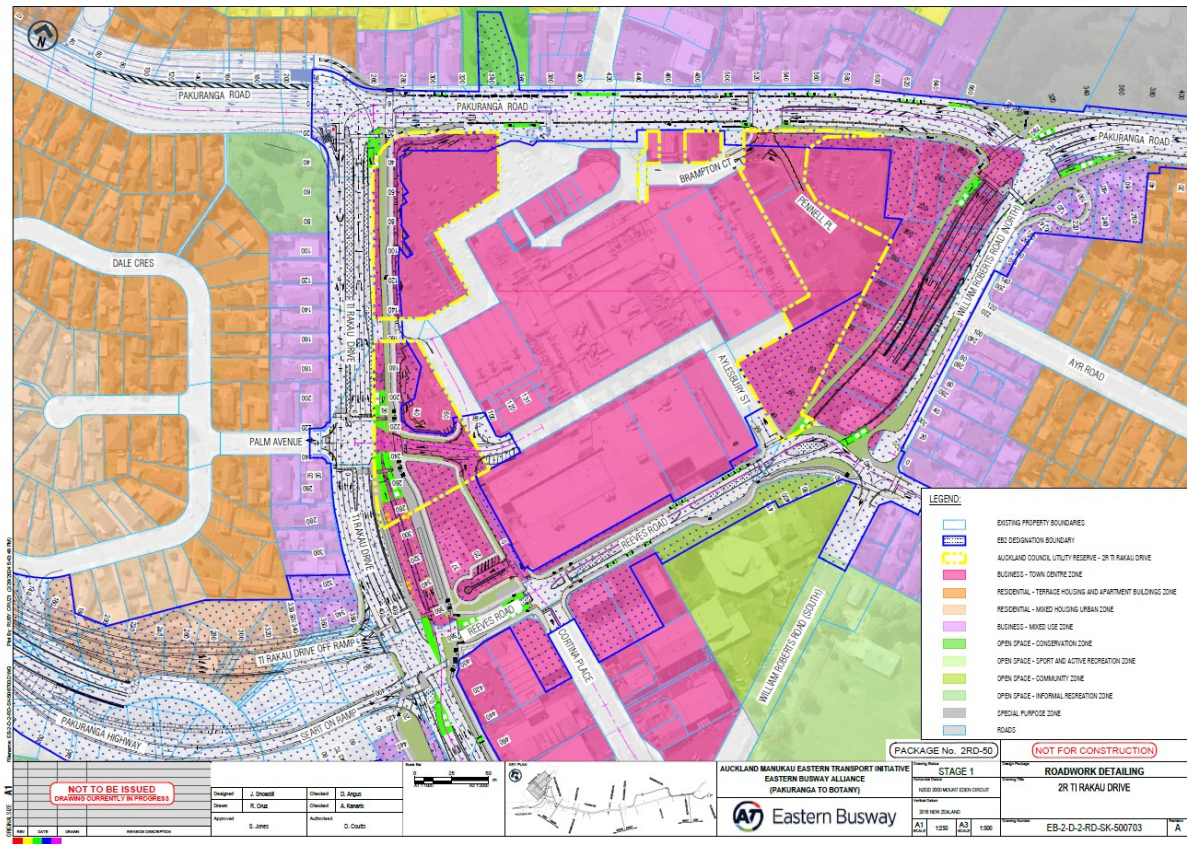
- 29. During the construction of the Project (Package EB2), the Requiring Authority shall ensure safe and efficient vehicle access into and out of the Countdown Pakuranga loading dock at all times. Should temporary works be required that restrict access to the loading dock the restriction should be immediately removed should a delivery vehicle arrive to the loading dock.
- 30. The Requiring Authority must ensure that on completion of the construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road, as shown on the Drawing titled "Palm Avenue / Aylesbury Street Intersection EB-2-D-2-RD-SK-000260", do not obstruct vehicle access to the Countdown Pakuranga loading dock, as it existed at the time of the EB2 designation's confirmation.

SEDAR PROPERTIES (PAKURANGA PLAZA LIMITED)

- 31. During the construction of EB2 the Requiring Authority must:
 - a) Ensure safe and efficient vehicular and pedestrian access into and out of the Pakuranga Plaza site during construction daytime work hours (5am to 10pm);
 - b) Implement measures for wayfinding (signage) into and out of the Pakuranga Plaza during construction of EB2; and
 - c) Ensure that Eastern Busway staff, contractors and visitors to the Eastern Busway

Project do not park their vehicles within the Auckland Council land (as shown in Figure Two below), unless necessary for construction purposes only.

Figure Two: Auckland Council land (shown by yellow dashed line)



SITE SPECIFIC CONSTRUCTION MANAGEMENT PLAN – PAKURANGA PLAZA

- 32. The Requiring Authority must submit a Site-Specific Construction Management Plan (SSCMP) for certification in accordance with condition 9. The objective of the SSCMP is to avoid, remedy or mitigate the potential adverse effects of construction activities, including those associated with vibration, dust, pedestrian access, vehicle access, manoeuvring and on-site parking provision, at Pakuranga Plaza.
- 33. The SSCMP must include practicable measures, including staging of work, that the Requiring Authority is required to adopt to:
 - a) Ensure safe and efficient vehicular and pedestrian access into and out of the Pakuranga Plaza site, including access to and from The Warehouse Pakuranga basement parking, as well as ongoing delivery vehicle access to both Countdown Pakuranga and The Warehouse Pakuranga;
 - b) Ensure that owners and tenants at Pakuranga Plaza, including General Distributors Limited and The Warehouse Group Limited, are provided with a minimum of 10 (ten) days’ notice of significant changes to traffic management;
 - c) Identify the methods for wayfinding (signage) into and out of the Pakuranga Plaza during construction, including for specific tenancies where requested, and signage on main approaches to the town centre to advertise that the “Plaza remains open”

during construction of the road works;

- d) Manage and monitor construction dust created in the vicinity of Pakuranga Plaza affecting tenants or users of the Pakuranga Plaza, including The Warehouse Pakuranga;
- e) Manage and monitor construction to avoid the adverse environmental effects of the discharge of sediment laden material onto the Pakuranga Plaza as identified in the Requiring Authority's Erosion and Sediment Control Plan(s);
- f) Ensure that suitable access to and egress from Pakuranga Plaza is provided at all times during construction daytime work hours (5am to 10pm).

Advice Note: Significant changes to traffic management as identified in condition 33 refers to changes that require the Construction Traffic Management Plan(s) (CTMP(s)) to be re-certified under condition 9.

- 34. During the preparation of the SSCMP, the Requiring Authority:
 - a) Must undertake consultation with Sedar Properties, General Distributors Limited and The Warehouse Group Limited on the content and controls detailed in the SSCMP; and
 - b) Where practicable must adopt recommendations received from Sedar Properties General Distributors Limited and The Warehouse Group Limited.
- 35. The Requiring Authority must lodge the SSCMP for certification with Auckland Council at least 10 (ten) working days prior to construction commencing for EB2. The following information must be provided with the SSCMP at its lodgement:
 - a) The submitted SSCMP records of the consultation undertaken with Sedar Properties, General Distributors Limited and The Warehouse Group Limited; and
 - b) A summary of changes to the SSCMP sought by Sedar Properties, General Distributors Limited and The Warehouse Group Limited. This summary must also include commentary from the Requiring Authority in regard to the changes sought by these parties, whether the Requiring Authority has or has not adopted these changes and the reason(s) for adoption/non-adoption of the changes.
- 36. The SSCMP shall include, but not be limited to, the following:
 - a) How the Requiring Authority will manage the staging of all work within 500m of Pakuranga Plaza;
 - b) The means by which construction debris and waste will be managed within the EB2 construction footprint so it does not enter Pakuranga Plaza;
 - c) The means by which construction related dust in the vicinity of Pakuranga Plaza will be controlled to mitigate any adverse effects on owners, tenants (including Countdown Pakuranga and The Warehouse Pakuranga) or users of the Pakuranga Plaza;
 - d) The means by which any overland flow of stormwater in excess of that currently entering Pakuranga Plaza will be managed by the CEMP during construction to

prevent increased overland flows or flooding in particular before known storm events;

- e) The means by which construction related noise and vibration in the vicinity of Pakuranga Plaza will be controlled to mitigate any adverse effects on owners, tenants (including The Warehouse Pakuranga) or users of Pakuranga Plaza;
- f) The means by which appropriate safe and efficient vehicle access to the existing loading zones of Countdown Pakuranga, The Warehouse Pakuranga and other existing loading docks within Pakuranga Plaza, will be maintained to provide for their business activities;
- g) The means by which Project related visitor parking will be managed and controlled, such as by wayfinding, signage and/or information provided on the Project's website;
- h) Provision for additional measures, such as construction staging, enabling the use of 26 Ti Rakau Drive as Pakuranga Plaza customer parking and/or the management of EB2 construction staff parking demand, to minimise disruption to Pakuranga Plaza during the annual holiday trading period between 01 November to 7 February;
- i) Provision for maximising the use of parking areas that are located within the designation's boundaries as customer parking for Pakuranga Plaza, where those areas are not occupied for construction purposes or the operation of the Project;
- j) Details of the sequencing of work on Pakuranga Road, Reeves Road, Palm Avenue and South-Eastern Highway intersections near Pakuranga Plaza that ensure that safe and efficient access to Pakuranga Plaza is maintained at all times in order to enable the business activities;
- k) How construction of temporary or new access points will ensure the maintenance of access to Pakuranga Plaza when existing access points are temporarily closed or restricted due to construction activities;
- l) The Construction Traffic Management Plan(s) that ensure the continuation of safe and efficient access when EB2 related work is being carried out within 500m of Pakuranga Plaza;
- m) The traffic management measures to provide for right turn access to and from Pakuranga Road via Brampton Court at all times, except during the construction of the signalised intersection at Brampton Court / Pakuranga Road that is required by condition 99 of this designation.
- n) Details of the location and method of wind wrapping and covering to be applied to the street facing and carpark facing fencing, including what imagery or other information will be included.
- o) Provision of signage on road facing hoardings, fencing and fence wrapping/coverings which advertise that the Pakuranga Plaza remains open during EB2's construction and provide wayfinding to businesses at Pakuranga Plaza.
- p) Inclusion of traffic calming measures, to discourage the use of Pakuranga Plaza parking areas and internal accessways and Aylesbury Street by through traffic.

- q) Wayfinding in the wider area for the purpose of reducing congestion in the vicinity of Pakuranga Plaza.
 - r) Appointment of a liaison person and the procedure for regular meetings, to be held at least monthly or at an alternative frequency as agreed between the Requiring Authority, Sedar Properties, General Distributors Limited and The Warehouse Group during the construction period for EB2; and
 - s) A procedure for monitoring, reporting and review of the performance of the SSCMP, including monitoring of parking availability during the annual holiday trading period between 01 November to 7 February. The results of the monitoring and reporting must be shared with Sedar Properties, General Distributors Limited and The Warehouse Group twice annually. These results must also be provided to the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz).
37. A review of the SSCMP must be undertaken twice annually or due to the following:
- a) As a result of a material change to the project;
 - b) To address unforeseen or materially greater adverse effects arising from construction of the Eastern Busway Project (Package EB2)
38. A review of the SSCMP must take into consideration:
- a) Any material changes to the SSCMP;
 - b) Any changes to construction methods; and
 - c) Results of monitoring and reporting procedures associated with the management of car parking at during the Eastern Busway Project (Package EB2) construction period (including monitoring of parking availability during the annual holiday trading period between 01 November to 7 February), and mitigation measures to address unforeseen or materially greater adverse parking effects during construction of the Eastern Busway Project (Package EB2).
39. The SSCMP shall take precedence where there is conflict between the SSCMP and any other management plans required for the Project. This includes the Project's CTMP(s), ESCP and CNVMP.

Advice Note: Conflicts may include the SSCMP requiring more restrictions or information requirements than those that apply to the Project's other management plans.

CAR PARKING AND ACCESS AT PAKURANGA TOWN CENTRE

40. The Requiring Authority must ensure that, prior to closing Reeves Road to private vehicles for the purposes of constructing the Reeves Road Flyover or introducing any restrictions on the operation of The Warehouse Pakuranga loading dock or basement carpark access other than managed by conditions 15 to 18, that traffic-light controlled movements in all directions at the intersection of Palm Ave and Ti Rakau Drive (including the access into the Pakuranga Plaza car park) are completed and operational.
41. During the construction of the Palm Avenue, Ti Rakau Drive and Pakuranga Plaza intersection, the Requiring Authority must maintain safe and efficient access to and from the Pakuranga Plaza via the current Aylesbury Street accesses (Access 6 and 7) and in

accordance with the SSCMP and CTMPs.

42. The Requiring Authority must ensure that, during the closure of Reeves Road to private vehicles for the purposes of constructing the Reeves Road Flyover or for the duration of any restrictions on the operation of The Warehouse Pakuranga loading dock or basement carpark access other than managed by conditions 15 to 18, that the following access is maintained:
 - a) Access to The Warehouse Pakuranga basement carpark from the right of way off Aylesbury Street;
 - b) Left and right turns from Mattson Road to Ti Rakau Drive and left turns from Ti Rakau Drive to Mattson Road; and
 - c) Left in and left out access from the William Roberts Road extension to Ti Rakau Drive.
43. During the closure of Reeves Road to private vehicles, the Requiring Authority will, to the greatest extent possible taking into account operational and safety matters, provide access (with temporary traffic management in place) across Reeves Road between Cortina Place and the Cortina Place extension between May 2025 and October 2025, with the through movement across Reeves Road between Cortina Place and the Cortina Place extension to be opened in November 2025.
44. The Requiring Authority is to appoint a liaison person and hold regular meetings at least monthly (or at an alternative frequency as agreed) between the Requiring Authority, Sedar Properties, General Distributors Limited and The Warehouse Group during the construction period for EB2 to
 - a) Provide a means of receiving regular updates on the progress of the Eastern Busway Stage 2;
 - b) plan and seek feedback on traffic management, wayfinding arrangements and construction sequencing
 - c) Enable concerns and issues to be reported and responded to by the Requiring Authority and where practicable, the recommendations from GDL, Sedar Properties or The Warehouse Group must be adopted; and
 - d) Provide updates on changes to the Eastern Busway Stage 2, including changes to management plans.
45. The Requiring Authority must provide reasonable administrative support for the meetings required by conditions 36.r) and 44, including:
 - a) Provide a means of receiving regular updates on the progress of the Eastern Busway Stage 2;
 - b) Organising meetings at the Eastern Busway Project Office or online;
 - c) Organising invitations to meeting attendees;
 - d) Distributing an agenda and materials to be reviewed to each meeting invitee no less than five (5) working days prior to meetings; and
 - e) The taking and dissemination of meeting minutes, including providing a copy of meeting

minutes to the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz).

46. During construction of the Project (Package EB2) the Requiring Authority must install temporary signage on the approaches to the Pakuranga Town Centre in both directions from Ti Rakau Drive, Pakuranga Road, William Roberts Road, Reeves Road, the South-Eastern Highway (Route 10) and Gossamer Drive showing the best route to access the Pakuranga Town Centre at the time. The temporary signage must be updated if the best route changes.
47. During construction of the Project (Package EB2), the Requiring Authority must install temporary signage on approaches to the Pakuranga Town Centre to assist with wayfinding in the wider area, with the purpose of reducing congestion in the vicinity of Pakuranga Plaza.
48. Prior to the completion of the Project (Package EB2) the Requiring Authority must install permanent signage at the approach from:
 - a) the South-Eastern Highway (Route 10), showing the new direction to the Pakuranga Town Centre via the Palm Avenue intersection;
 - b) Pakuranga Road (westbound) showing the new direction to the Pakuranga Town Centre via Ti Rakau Drive; and
 - c) Pakuranga Road (eastbound) showing the new direction to the Pakuranga Town Centre via Ti Rakau Drive.
49. During construction of the Project (Package EB2) the Requiring Authority must provide continued access and allow for the use of the Auckland Council land (Figure Two) at Pakuranga Town Centre that are located within the designation boundaries. This access must be provided at all times that the designated land is not required by the Requiring Authority for construction activities or permanent occupation by the Project.

Advice Note: This condition covers the Auckland Council Land adjacent to Pakuranga Town Centre, which are used as parking for Pakuranga Plaza. Construction activities may include the use of this land for material storage, laydown areas, construction vehicle parking and traffic management.

50. The Requiring Authority must maintain a minimum number of 40 car parking spaces for use by the public in the car park to the northeast of the Pakuranga Library accessed from Pennell Place, at all times, during construction of EB2 as identified in Figure Three below. For clarity, this condition relates only to the construction phase of EB2.

Figure Three – Pennell Place Parking



CONSTRUCTION TRAFFIC MANAGEMENT PLAN

51. The Requiring Authority must submit a Construction Traffic Management Plan (CTMP) for certification in accordance with condition 9. The objective of the CTMP is to identify the means to be used to avoid, remedy or mitigate the adverse effects of construction of the Eastern Busway Project (Package EB2) on transport, parking and property access.

CONSTRUCTION NOISE AND VIBRATION MANAGEMENT

Construction Noise – General Standards

52. Construction noise must be measured and assessed in accordance with New Zealand Standard NZS 6803:1999 ‘Acoustics - Construction Noise’ (NZS6803:1999). With the exception of The Warehouse Pakuranga site, construction noise must comply with the noise standards set out in Tables 5 and 6 as far as practicable.

Table 5: Construction Noise Criteria – Residential Receivers (Irrespective of Zoning)

Time of week	Time Period	Maximum noise level (dBA) > 20 weeks	
		L _{eq}	L _{max}
	0630 – 0730	55	75

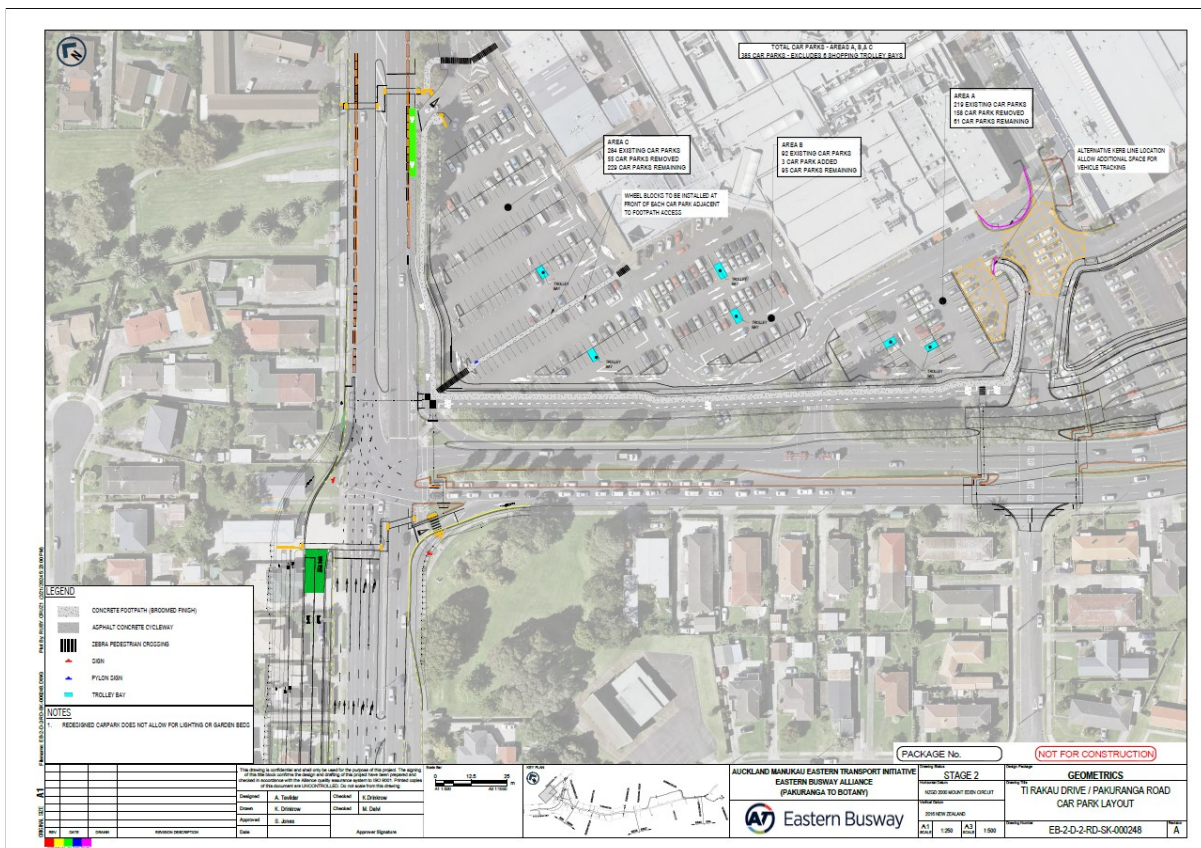
are undertaken (e.g., all active works areas and construction support areas).

OPERATIONAL CAR PARKING AND ACCESS AT PAKURANGA PLAZA

98. The Requiring Authority must implement, within six (6) months of the EB2 works within the Auckland Council land (Figure Two) being completed, the revised car park layout as agreed with Sedar Properties, General Distributors Limited and The Warehouse Group, shown in Plan “Ti Rakau Drive / Pakuranga Road Car Park Layout EB-2-D-2-RD-SK-000248” in Figure Four below.

Advice Note: The Requiring Authority has obtained approval in principle from Eke Panuku Development Auckland for the draft revised layout shown on Figure Four below. The Requiring Authority will obtain Eke Panuku Development Auckland formal landowner approval to the revised layout.

Figure Four – Revised Parking Layout



99. The Requiring Authority must construct a full movement signalised intersection at the Pakuranga Road / Brampton Court intersection as part of the Eastern Busway Project (Package EB2) as shown on plan “EB2 – Tracking Pakuranga Mall Entry Layout Plan – Design Vehicles, EB2-SKT-VT-0013-Plan 11 Sheet 01 and 04”.
100. Prior to the construction of the westbound cycle lane on Pakuranga Road, the Requiring Authority shall provide to Auckland Council further detail of treatments for the cycle lane running across the Pakuranga Road/Brampton Road intersection for comment by Auckland Council.
101. The Aylesbury Road / Cortina Place Extension intersection must have clear zone road pavement markings and associated signage that clearly identifies the intersection as a “keep

clear” zone (through the use of yellow cross hatching markings), that comply with Manual of Traffic Signs and Marking Standards.

Attachments

No attachments.

1853 Airport to Botany Bus Rapid Transit Rongomai Park to Puhinui Station

Designation Number	1853
Requiring Authority	Auckland Transport
Location	Rongomai Park to Puhinui Station (in the vicinity of Plunket Avenue)
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

Purpose

Construction, operation and maintenance of an upgrade to Te Irirangi Drive, Great South Road, Ronwood Avenue, Davies Avenue, Manukau Station Road and Lambie Drive between Rongomai Park and Plunket Avenue for a BRT corridor, walking and cycling facilities and associated infrastructure.

Conditions

Abbreviations and Definitions

Acronym/Term	Definition
Activity sensitive to noise	Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility
AUP	Auckland Unitary Plan
BPO or Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991
CEMP	Construction Environmental Management Plan
Certification of material changes to management plans and CNVMP Schedules	Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; (b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received; or (c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
CNVMP	Construction Noise and Vibration Management Plan
CNVMP Schedule or Schedule	A schedule to the CNVMP
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
Confirmed Biodiversity Areas	Areas recorded in the Identified Biodiversity Area Schedule where the ecological values and effects have been confirmed through the ecological survey under Condition 32

Construction Works	Activities undertaken to construct the Project excluding Enabling Works
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Developer	Any legal entity that intends to master plan or develop land adjacent to the designation
Development Agency	Public entities involved in development projects
DRMP	Development Response Management Plan
Educational facility	Facility used for education to secondary level. Includes: (a) schools and outdoor education facilities; and (b) accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above. Excludes: (a) care centres; and (b) tertiary education facilities.
EMP	Ecological Management Plan
EIANZ Guidelines	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018
Enabling works	Includes, but is not limited to, the following and similar activities: (a) geotechnical investigations (including trial embankments); (b) archaeological site investigations; (c) formation of access for geotechnical investigations; (d) establishment of site yards, site entrances and fencing; (e) constructing and sealing site access roads; (f) demolition or removal of buildings and structures; (g) relocation of services; and (h) establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
Identified Biodiversity Area	Means an area or areas of features of ecological value where the Project ecologist has identified that the project will potentially have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines
LIP	Land use Integration Process
Manager	The Manager – Resource Consents of the Auckland Council, or authorised delegate
Mana Whenua	Mana Whenua as referred to in the conditions are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Airport to Botany Bus Rapid Transit Project: (a) Te Ākitai Waiohū; (b) Ngāi Tai ki Tamaki; (c) Ngāti Te Ata Waiohū; (d) Ngāti Whanaunga; (e) Ngāti Tamaoho; (f) Ngāti Paoa Trust Board; (g) Te Ahiwaru; (h) Ngāti Tamaterā; and (i) Ngāti Maru.

	Note: other iwi not identified above may have an interest in the Project and should be consulted
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice of Requirement
NUMP	Network Utilities Management Plan
NZAA	New Zealand Archaeological Association
OSMP	Open Space Management Plan
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Project Liaison Person	The person or persons appointed for the duration of the Project's Construction Works to be the main point of contact for persons wanting information about the Project or affected by the Construction Works
Protected Premises and Facilities (PPF)	Protected Premises and Facilities as defined in New Zealand Standard NZS 6806:2010: Acoustics – Road-traffic noise – New and altered roads
Requiring Authority	Has the same meaning as section 166 of the RMA and, for this Designation is Auckland Transport
RMA	Resource Management Act 1991
SCEMP	Stakeholder Communication and Engagement Management Plan
Stage of Work	Any physical works that require the development of an Outline Plan
Start of Construction	The time when Construction Works (excluding Enabling Works) start
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability, experience and competence in the relevant field of expertise
ULDMP	Urban and Landscape Design Management Plan

	<p>(c) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction works. To achieve the objective, the Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua; (ii) requirements and protocols for cultural inductions for contractors and subcontractors; (iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of the Accidental Discovery Protocol. <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p>Advice note: Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the Project which require monitoring during Construction Works.</p>
<p>22.</p>	<p>Construction Traffic Management Plan (CTMP)</p> <ul style="list-style-type: none"> (a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. (b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic; (ii) measures to ensure 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 (for example on roads serving educational facilities during pick up and drop off times) to manage vehicular and pedestrian traffic near educational facilities or to manage traffic congestion; (iv) site access routes and access points 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 to ensure the safe management and maintenance of traffic flows, pedestrians and cyclists; (vi) methods to maintain access to and within property and/or private roads where practicable, or to provide alternative access arrangements when it will not be. Engagement with landowners and occupiers whose access is directly affected shall be undertaken in accordance with Condition 12(b)(iii)D; (vii) details of how access for the loading and unloading of goods will be provided for; (viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site

	<p>exit points and the timely removal of any material deposited or spilled on public roads;</p> <ul style="list-style-type: none"> (ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents / public / stakeholders / emergency services); (x) details of minimum network performance parameters to be achieved during the construction phase, including any measures to monitor compliance with the performance parameters. These could include maximum increases in journey time and traffic volumes along key routes; and (xi) details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in (x) being exceeded.
<p>23</p>	<p>Loading Access Management Plan (LAMP) for 652 Great South Road (Loading Bay)</p> <ul style="list-style-type: none"> (a) A Loading Access Management Plan (LAMP) shall be prepared for any Stage of Work that is likely to adversely affect the safety and efficiency of delivery vehicles accessing the Large Format Retail building loading bay located on the rear of the Site at 652 Great South Road (Loading Bay). (b) The objective of the LAMP is to provide a framework to manage construction activities to ensure safe and efficient delivery vehicle access to, and egress from, the Site, and the Loading Bay, in a manner that: <ul style="list-style-type: none"> (i) avoids, remedies or mitigates adverse effects on access to, circulation and manoeuvring within, and egress by delivery vehicles associated with the Loading Bay; and (ii) maintains the existing one-way circulation for access and egress to/from the Loading Bay. (c) To achieve this objective, the LAMP shall include: <ul style="list-style-type: none"> (i) details of construction works that could adversely affect access or egress to the Loading Bay, including: <ul style="list-style-type: none"> A. how works will be sequenced; B. the physical extent and likely duration of such works; C. all measures proposed to separate operational construction areas from business operations; D. details of any reconfiguration of access to the Site whether temporary or permanent, where the requiring authority shall use best endeavours to maintain access to the Site ; and E. details of how the existing one-way circulation within the Site for access to and egress from the Loading Bay will be maintained. (ii) Where (c)(i)(D) and (E) cannot be met, provision for: <ul style="list-style-type: none"> a. equivalent alternative access to and egress from the Site; or b. equivalent alternative one-way circulation for access and egress to/from the Loading Bay, to be agreed in writing with the Large Format Retail Occupier in advance. (iii) confirmation of the requirements of the Large Format Retail Occupier in relation to access to and circulation within the Site for delivery vehicles, and the peak times at which those requirements occur; (iv) details of the methods and measures proposed to: <ul style="list-style-type: none"> A. provide safe and efficient delivery vehicle access to, and egress from, the Site, the Loading Bay and associated circulation within the Site during construction; B. maintain construction site safety security provisions related to accessing the Loading Bay;

	<ul style="list-style-type: none"> C. mitigate construction impacts on the confirmed requirements identified in clause (c)(ii), including methods to provide delivery vehicles with access to and egress from the Loading Bay; (v) details of construction activities that can be undertaken during periods when access to and egress from the Loading Bay by the Large Format Retail Occupier is required and the basis on which they will be undertaken; (vi) details of construction activities that can be undertaken between 10pm and 5am; (vii) a process for ongoing communication between contractor, Site owner and Large Format Retail Occupier during the period of construction works covered by the LAMP, including a minimum 20 Business Days of notice to be given in advance of changes to construction management arrangements impacting the Loading Bay. (viii) the LAMP shall be prepared in consultation with the Site owner and Large Format Retail Occupier and shall comply with the requirements of Condition 10. (d) Where there is inconsistency between the CTMP and the LAMP, the requirements of the LAMP shall prevail.
<p>24</p>	<p>Manukau Retail Centre Management Plan</p> <p>The Manukau Retail Centre Management Plan (MRCMP) for the properties located at the corner of Cavendish Drive and Lambie Drive, and 1/55 Lambie Drive (together the Manukau Retail Centre)</p> <ul style="list-style-type: none"> (a) A Manukau Retail Centre Management Plan (MRCMP) shall be prepared prior to the Start of Construction for any Stage of Work that is likely to adversely affect the section of the Project on Lambie Drive between Manukau Station Road and Cavendish Drive, which includes the Manukau Retail Centre. (b) At least six months prior to the Start of Construction for the relevant Stage of Work, the representatives of the Manukau Retail Centre shall be invited to participate in the development of the MRCMP (c) The objective of the MRCMP is to provide a framework to: <ul style="list-style-type: none"> (i) avoid, or if avoidance cannot be achieved, practically minimise the adverse effects of construction activities, including those associated with vehicle access, manoeuvring, pedestrian access, and on-site parking provision for each of the Large Format Retailers located within the Manukau Retail Centre: and (ii) facilitate integration of the Project's permanent works into the surrounding urban form and context. (d) To achieve this objective, the MRCMP shall include: <ul style="list-style-type: none"> (i) details of construction works that could adversely affect safe and effective vehicular and pedestrian access to or egress from the Manukau Retail Centre as well as ongoing servicing vehicle delivery access and circulation, including: <ul style="list-style-type: none"> A. how the construction works will be sequenced to ensure safe and effective access to and egress from the Manukau Retail Centre, support ongoing business activities, and minimise the impact of construction on those activities; B. the physical extent and likely duration of such works; C. all measures proposed to separate operational construction access from businesses; D. details of any access or egress reconfiguration requirements whether temporary or permanent, where the requiring authority shall use best endeavours to maintain access; E. where (d)(i)(D) cannot be met, provision for equivalent alternative access to and egress from the Manukau Retail