

19 November 2025

Emma Fisk
Director – Rapid Transit System Design
NZTA
and
Te Ara Hauāuru Northwest Busway project team

RE: Te Ara Harāuru Northwest Busway Project

Tēna koe Emma,

I write on behalf of Te Kawerau ā Maki to express our support for the project to provide a busway alongside State Highway 16 (SH16) between Brigham Creek and the city centre, and seven stations connected to the local bus and road network. We acknowledge the project's intent to lodge Notices of Requirement to designate land for the project corridor and other statutory approval applications for the project via the FTAA in December 2025.

As a project partner with NZTA since the inception of the project I support the application under the FTAA. We hold the view that the FTAA should be used very sparingly, and only for genuinely regionally and nationally important kaupapa and only when tangata whenua rights under tikanga and Te Tiriti ō Waitangi are upheld. In this case, I hold the view that this project is critically important infrastructure in helping West Auckland meet its transport, social, economic, and climate change needs, and that our project partnership has built a level of trust where we are comfortable fully supporting a fast-track approach.

Cultural associations with the corridor

Te Kawerau ā Maki are the tangata whenua iwi of West Auckland with shared interests over the northern half of the Auckland region. We consider West Auckland (Hikurangi) to be our heartland. We whakapapa to the earliest peoples of the area and became a distinctive iwi when our eponymous ancestor Maki conquered and settled the district around 1620. It is after Maki that the traditional name for the Waitākere Ranges comes – Ngā Rau Pou ā Maki. When the Crown investigated the 1853 Hikurangi block transaction they acknowledged Te Kawerau ā Maki as the 'original territorial owners' of the land. In 2014 we entered into a Treaty Settlement with the Crown that acknowledged West Auckland as our heartland and provided statutory acknowledgement areas over the western and northern Waitemātā Harbour, the entire Wai ō Pareira (Henderson Creek) catchment, and provided a range of cultural redress including land in Henderson and geographic name changes to sites along the project corridor. In October 2025 Te Kawerau ā Maki entered into a Deed of Recognition with the Crown and Council over the nearby Waitākere Ranges Heritage Area.

Our lead interests along the project corridor are within the takiwa (district) of Hikurangi (West Auckland) from the Whau River to Brigham Creek. Te Kawerau ā Maki gifted the name 'Te Ara Hauāuru' to the project. This name references the wind that blows from the west, a powerful force and story for the iwi. The west wind carries the voice and vision of the community of the west, and the path of connection between these communities and Tāmaki Makaurau. We have also gifted names for the stations in the western end of the corridor:

- Brigham Creek Rarawaru
- Westgate Te Waiarohia
- Royal Road Mānutewhau
- Lincoln Road Wai o Pareira

- Te Atatū Ōrangihina

Position on the project

As stated above we have supported this project from initiation. This kaupapa will provide fast, frequent and reliable transport choices for our communities in west and northwest Auckland and will provide better access to employment and education opportunities. West Auckland has had an investment deficit in transport despite being one of the highest growth areas in the country – this project is desperately needed for our rohe.

Engagement on this kaupapa

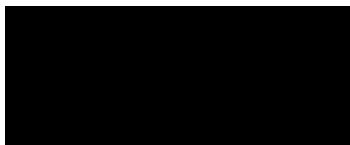
NZ Transport Agency Waka Kotahi has engaged with us on this kaupapa since early 2023 and I have been a representative on the Project Steering Committee (PSC) since February 2023. Opportunities to influence project development have been provided at both kaitiaki and governance levels – through our representation on the PSC and kaitiaki engagement at an operational level via a project Iwi Working Group (IWG) which have been held on a weekly / fortnightly basis since mid-2023. Our expectation is that this level of engagement will continue on into the next phases of the project.

Through Waka Kotahi's Decision-Led Approach, we have been provided the opportunity to input into decisions made by the project through the investment case phase and into the consenting design phase. The areas of engagement have also related to identifying opportunities to include cultural history, cultural design, te reo Māori, enhancement and regeneration of te taiao in the project, and identify opportunities to improve cultural, social and economic wellbeing.

Next steps

We are happy to be contacted by the Environmental Protection Authority through this process.

Ngā Mihi,



Edward Ashby
CEO
Te Kawerau Iwi Tiaki Trust