

Appendix B

North West Rapid Transit Project

New Zealand Transport Agency Waka Kotahi (NZTA) Response to Comments – Residential Landowners by Theme

Topic number	Comment reference (see table below)	Topic	Comment Summary or Extract	Response to Comment from NZTA
Construction activities				
1 Construction noise and vibration				
1.1	02, 05, 06, 10, 16, 18, 21, 26	Construction noise and vibration	<p>General comments re construction noise and vibration effects and their management including:</p> <ul style="list-style-type: none"> How construction noise and vibration will be managed; Requests to minimise noise and vibration during construction; How works at night will be managed; and Concerns that there will be "significant" noise effects during construction. 	<p>Construction noise and vibration is addressed in Section 17 of Part 4 – RMA 1991 Approvals and a Construction Noise and Vibration Assessment is included in Part 6 of the Application. Construction activities, including associated noise and vibration, are a normal part of a growing and developing city, are temporary in nature, and can be effectively managed using familiar and tested measures.</p> <p>Overall, the predicted noise levels for the majority of works will be able to comply with the relevant standards, which means that effects are generally acceptable inside neighbouring buildings. Some temporary exceedances of the daytime criterion may occur where works are proposed within 50m of receivers.</p> <p>A Construction Noise and Vibration Management Plan (CNVMP) (Proposed Designation Conditions 19 and 20) will be prepared before works commence and will be submitted to Council via the Outline Plan of Works. The CNVMP will set out the mitigation measures to manage construction noise for all receivers at the time of construction. Proposed Designation Condition 3 enables all management plans to be prepared in stages, to ensure that location-specific issues can be identified and addressed appropriately.</p> <p>Procedures for communication and engagement with nearby residents and stakeholders will be set out in the CNVMP (Proposed Designation Condition 19(c)(vii)). Such procedures will include the notification of proposed construction activities and their timeframes, and how management of noise and vibration complaints will be handled.</p> <p>Schedules to the CNVMP will be prepared (under Proposed Designation Condition 20) where compliance with the noise and/or vibration standards cannot practicably be achieved. A Schedule will contain specific measures for the activity and receiver(s), including a requirement for consultation with the receiver(s) and tailored management based on that consultation.</p> <p>CNVMPs and Schedules are typical best practice measures used to manage construction noise and vibration for large construction projects, and are well understood by NZTA and Auckland Council (as the regulatory authority responsible for ensuring compliance with the designation conditions). Implementation of the CNVMP and Schedules is the appropriate way to mitigate noise and vibration effects of the Project.</p> <p>Construction works will generally occur in the day-time (6.30am to 8pm). However, where Project works are within existing major transport corridors (e.g. during the construction of new bridges across SH16) night-time works may be required from time-to-time. As set out above, a Schedule to the CNVMP is required to be prepared if there are any exceedances of noise or vibration criteria. Under Proposed Designation Condition 20(c)(iv) NZTA must set out the reasons why works need to be undertaken at night-time (8:00pm – 6:30am) and why they cannot be practicably undertaken in the day time. Under Proposed Designation Condition 20(a), any Schedule must be prepared in consultation with the owners and occupiers of the sites that would be subject to the exceedance of noise or vibration criteria, to identify mitigation measures specific to them. This consultation needs to be summarised in the Schedule under Proposed Designation Condition 20(c)(vi) including how it has been taken into consideration.</p> <p>For the majority of dwellings, compliance with the Category B 5mm/s PPV vibration criterion can generally be achieved. However, the amenity criterion (of 1mm/s PPV) may be exceeded at a number of buildings for brief durations while vibratory rollers pass. This exceedance may occur for one or two days at a time, and will be similar to what would be expected for road resurfacing works. Where compliance is uncertain (e.g. where an exceedance is predicted), a Schedule will be prepared. In preparing the Schedule, alternative management and mitigation will be investigated to understand if a lesser vibration generating methodology could be used. In any event, a building condition survey would be offered to any buildings where the daytime Category B criteria are predicted to be exceeded.</p>
2 Construction Traffic				
2.1	01, 02, 04, 16, 18, 21, 26	Construction traffic - general	<p>Potential traffic disruption during construction including:</p> <ul style="list-style-type: none"> Movement and increased numbers of heavy vehicles on local roads; Safety risks; and General disruption to vehicle movements. 	<p>Construction traffic is addressed in Section 19 of Part 4 – RMA 1991 Approvals and an Assessment of Transport Effects is included in Part 6 of the Application. The construction activity for the Project will generate some construction traffic effects. However, these effects are temporary, are typical for large infrastructure projects and are expected in a growing and evolving urban environment. NZTA is an experienced and sophisticated manager of its state highway network, and will liaise closely with Auckland Transport (or successor) to minimise disruption from these types of construction works on the local road network.</p> <p>The appropriate time for confirming the details of construction traffic management is at the detailed design stage when the specific construction methodology will be developed for the final design for each stage of works. It is not appropriate for the designation conditions to constrain flexibility in identifying appropriate construction traffic management measures by locking in specific measures on the basis of the Indicative Design. Alternative</p>

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				<p>measures may better manage traffic during the construction of the final design, and the appropriate solutions will be developed within the existing context of the stage in question, in tandem with detailed design.</p> <p>NZTA will prepare a Construction Traffic Management Plan (CTMP) (Proposed Designation Condition 16). The objective of the CTMP is to appropriately manage any adverse traffic safety and efficiency impacts on other road users caused by the Project. The CTMP will be approved by the relevant Road Controlling Authority – NZTA for the state highway network and AT (or successor) for the local road network.</p> <p>The CTMP will include:</p> <ul style="list-style-type: none"> • Measures to manage the safety of all transport users; • Estimated numbers, frequencies, routes, and timing of traffic movements including the consideration of vehicular and pedestrian traffic near schools or to manage traffic congestion; • Identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; and • How traffic management measures will be communicated to affected road users. <p>Where Project works will upgrade local roads, approvals will be required from AT (or successor) through the Corridor Access Request (CAR) process. NZTA has worked closely with AT throughout the Project, as operator of the public transport service and as local road controlling authority. Interfaces and potential conflicts with other planned road closures or temporary traffic management measures on the network will be managed by NZTA and AT in the usual course, through their respective specialist network management teams.</p>
2.2	01, 04, 26	Construction traffic - access	<p>Concerns regarding vehicular access to properties or business during construction:</p> <ul style="list-style-type: none"> • Requests for continuous and practical vehicle access during construction; • Restrictions on access to property during construction; and • Ongoing access for industrial and heavy vehicles. 	<p>Access for residents and businesses may be temporarily restricted during Project construction works, from time to time. Any temporary restrictions will be managed under the CTMP, which will be approved by the relevant Road Controlling Authority through the Corridor Access Request process, and will be communicated in advance to those residents and businesses potentially impacted by temporary access restrictions.</p> <p>The CTMP is required to ensure NZTA maintains access during construction or to provide alternative access arrangements. Proposed Designation Condition 16(b)(vii) requires "[m]easures to maintain access to and within 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".</p> <p>NZTA will engage with residents and inform the wider community both before construction commences and during works, and assurance of that is provided by CTMP condition 16(b)(ix).</p>
3 Other Potential Construction Effects				
3.1	02, 06, 10, 26	Dust	General queries on dust and how it will be managed	<p>NZTA will manage dust so that it does not have an offensive or objectionable effect at or beyond the Proposed Designation boundary. NZTA and its contractors are experienced in managing dust during construction activities. Standard measures include:</p> <ul style="list-style-type: none"> • Staging earthworks and progressive stabilisation (limiting the extent open at any one time). These are set out in NZTA's Proposed Consent Conditions for earthworks (Proposed Consent Conditions 5 and 6); • Checking wind conditions (e.g. checking for high winds and reducing earthworks during this time); • Use of water carts, hoses or misting systems during dry or windy conditions; • Stockpiles to be dampened or covered; and • Trucks carrying loose material to be covered before leaving site.
3.2	02, 06, 26	Lighting of construction yards	General queries on lighting and how it will be managed	Lighting of construction compounds/yards must meet NZ workplace health and safety standards as well as AUP standards such as reduction of glare and light spill. Lighting during construction will be managed by NZTA contractors who are experienced in managing construction sites in urban areas.
3.3	31	Arch Hill and Western Springs	Concerns about environmental impact and intrusion into Arch Hill Scenic Reserve and the Pohutukawa trees along Great North Road	<p>Impacts on Arch Hill Scenic Reserve have been minimised as far as practicable through the development of the Proposed Designation.</p> <p>Proposed Designation Condition 26A provides for the replacement of native vegetation where this is removed for the construction and operation of the Project. As Arch Hill Scenic Reserve is also an Auckland Council reserve, landowner approval will be required for all temporary construction works. Auckland Council generally propose a number of conditions on such approvals, covering matters such as ongoing access requirements for the public, fencing, timing of works, and reinstatement of land after works.</p> <p>Proposed Designation Condition 27 requires a tree protection methodology for the identified Pohutukawa trees on Great North Road. The majority of those Pohutukawa trees mentioned in the comment can be retained and protected during construction works.</p>

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				NZTA considers any environmental effects within Arch Hill Scenic Reserve and on the Pohutukawa trees within Great North Road can be appropriately managed through the Proposed Designation Conditions.
Operational				
4 Comments in support				
4.1	02	Operational benefits	<p>"I am generally supportive of the project and the proposed Royal Road Station. I see this as valuable infrastructure that will benefit the wider area and, in the long term, improve the amenity and value of properties in the neighbourhood. I also note that the potential removal of neighbouring properties at [REDACTED] may further improve the outlook and environment around my home."</p> <p>...</p> <p>"Overall I support the Project and look forward to it being delivered. ..."</p>	NZTA acknowledges Mr Richmond's in principle support for the Project.
4.2	03	Operational benefits	"I am in broad agreement with this Project and the benefits to improving public transport along this corridor. ..."	NZTA acknowledges Ms Johnson's in principle support for the Project.
4.3	04	Operational benefits	"We acknowledge the importance of improving transport infrastructure and connectivity in the North West area of Auckland"	NZTA acknowledges the commenters' in principle support for the Project.
5 Property Matters				
5.1	13, 14, 17, 30, 31	Property acquisition	<ul style="list-style-type: none"> • Uncertainty on the timing of acquisition; • Opposition of home being required for the Project; and • Not wanting to move from home and community. 	<p>The Project will be constructed in stages and properties will be acquired as each stage is confirmed and detailed design is progressed. Property acquisition usually commences around two - three years before construction commences.</p> <p>The potential for property and business impacts has been considered during the assessment of alternatives and is reflected in the Indicative Design and the Proposed Designation. NZTA is committed to working with landowners and has spoken with approximately 88% of them over the past year to discuss property implications of the Project. NZTA has met with many landowners more than once and, when discussions related to property and acquisition related questions, a property specialist attended these meetings. As the Crown's agent in PWA processes, NZTA will ensure the landowners whose property is required for the Project are fairly treated, in accordance with established practice and LINZ requirements, and as required by law. The Project website also provides extensive information on the Project – including its status and timing, recent updates, project resources shared at community information sessions, contact details (email and phone) for enquiries as well as a subscription service for receiving updates. The website will remain live and will be regularly updated as the Project progresses.</p>
5.2	04	Future development of land (outside the Proposed Designation)	<p>"...that the Project does not adversely affect:</p> <ul style="list-style-type: none"> • future development of land • Access of industrial and heavy vehicles • local road connectivity • drainage and stormwater management • the ongoing use and functionality of surrounding business-zoned land" 	The commenter is located approximately 500m from the Proposed Designation on the east side of a large commercial development. As sought by the commenter, the Project does not adversely impact local road connectivity, stormwater drainage, or the use of adjacent business zoned land adjacent to the commenter's property at [REDACTED], Whenuapai.

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6 Operational Noise and Vibration				
6.1	02, 05, 10, 12, 16	Operational noise – general	Concerns about noise from operation of the busway, and planned noise mitigation.	<p>Operational noise and vibration are addressed in Section 18 of Part 4 – RMA 1991 Approvals and an Operational Noise and Vibration Effects Assessment is included in Part 6 of the Application.</p> <p>The SH16 motorway is the dominant noise source for the full length of the Project, and any busway noise will not be discernible over, and will not add to, SH16 traffic noise.</p> <p>Removal of some buildings that currently shield adjacent receivers from SH16 noise means that noise levels could increase for those receivers. Where those receivers are subject to high noise levels, measures will be implemented and/or offered to address the changed noise environment as far as practicable. In most of these cases, noise barriers will be installed, or existing noise barriers upgraded, to manage the noise levels from SH16. For noise walls to be effective, they must be placed to break line of sight between the receiver and the noise source. Due to the topography of some parts of the project area, noise walls may not be the most appropriate management response. Therefore, dwellings predicted to experience high noise levels (above 67 dB $L_{Aeq(24h)}$) and an increase in noise from SH16 may be assessed for building modification (e.g. mechanical ventilation and upgraded joinery and/or glazing), and associated mitigation offered to the owners.</p> <p>The Proposed Designation Conditions 28 – 37 set out a process for confirming noise mitigation based on the final design.</p>
6.2	05, 10, 12	Noise at Westgate Drive	Request for a noise wall for residences at Westgate Drive.	<p>Three commenters request that a noise wall is constructed between their townhouses at Westgate Drive and the busway. These residents live in new townhouses immediately adjacent to SH16. Ahead of the development, a setback was provided between this residential area and SH16 for a future busway. The busway will be constructed in allocated setback area at a similar level to SH16. The existing fencing along the boundary of this residential area, which provides noise shielding, will be retained.</p> <p>Ms Wilkening in her Operational Noise and Vibration Effects Assessment in Part 6 of the Application has assessed the effects of the busway on the Westgate Drive residents. Her findings are set out in Section 3.2.1.1 of her report as follows:</p> <p><i>South of Westgate there are a large number of newly constructed multi-storey dwellings immediately beside SH16. There is only limited space, with the busway taking up the remainder of the buffer between SH16 and the façades. The dwellings currently have 2-metre-high timber fences providing some noise shielding for the ground floor, but there is no noise protection for the upper floor(s). The timber fences are not affected by the Project. The noise level predictions show that noise levels would remain generally the same at the PPFs within the Sector 1 assessment area without and with the Project. There are some minor changes in noise levels by less than 1 dB at all PPFs. The changes are too small to be noticeable. I recommend no mitigation in this area due to the negligible effects.</i></p>
6.3	22, 24, 25	Existing noise bund near Alwyn Ave	Requests to retain an existing noise bund between SH16 and Alwyn Ave, Te Atatū.	<p>The commenters who live at Alwyn Avenue in Te Atatū have requested that the existing noise bund is retained. In the Indicative Design, in proximity to Alwyn Ave, an underpass for the busway is proposed under Te Atatū Road to connect with Te Atatū Station. This requires a realignment of the existing shared use path. The realigned shared use path may require some levelling of the existing earth bund, but much of it may be able to be retained.</p> <p>Ms Wilkening responds to these commenters in her evidence (paragraphs 40-43). In summary, the noise level increase predicted at Alwyn Ave results from a forecast increase in traffic volumes on SH16 over time - it is not due to the busway. Traffic noise (from SH16) is predicted to increase approximately 1 to 2 decibels for nearly all houses at Alwyn Ave irrespective of the Project going ahead.</p> <p>Ms Wilkening concludes that the partial removal of the bund near Alwyn Ave has no detrimental effect on the noise levels for the houses on Alwyn Ave as no noise level increase is predicted from the Project (at paragraph 42). Regardless, the Proposed Designation Conditions 28 – 37 set out a process for confirming noise mitigation based on the final design.</p> <p>The Alwyn Ave residents have also raised concerns about effects on residential amenity from the partial removal of the bund. These comments are responded to under the “amenity” heading below.</p>
6.4	18	Operational vibration	<p>“For the past six months, we have repeatedly raised issues regarding significant vibrations affecting our house whenever heavy vehicles, including AT buses, pass through the area. Despite these concerns being reported, no meaningful action has been taken so far.</p> <p>With the proposed construction now moving forward, we are extremely concerned that the increased heavy vehicle movement and construction activity could further damage our property structure and potentially create long-term or permanent issues for both our home and the surrounding roads”.</p>	<p>The commenter raises concerns about existing heavy vehicles including AT buses on the local road network near [REDACTED], Ta Atatū that are not related to this Project. That point is therefore not addressed here.</p> <p>The commenter is also concerned about operational vibration from the Project.</p> <p>Ms Wilkening in her Operational Noise and Vibration Effects Assessment in Part 6 of the Application assesses vibration from buses from the Project. In section 1.3.4 of her report, she sets out that:</p> <p><i>Traffic vibration is usually only generated when heavy vehicles (e.g. buses) drive over bumps or dips in the road. I have determined the road traffic vibration risk by reviewing data of heavy vehicles travelling on existing roads with a range of surface conditions. For a newly sealed pavement, as is the case for the busway, the risk contour is less than 2 metres from the road edge. There will be no receivers outside the Proposed Designation this close to the busway traffic lane edge. Therefore, I do not consider that traffic vibration needs to be assessed for the Project.</i></p> <p><i>In any event, vibration that may be caused by buses on the newly formed busway will be well below the levels at which buildings could be damaged, even buildings that may be sensitive to vibration such as listed historic buildings with sensitive features such as plaster mouldings.</i></p>

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				Based on Ms Wilkening's assessment and expert opinion, NZTA considers any operational vibration from the busway (if it were perceptible at all) would be well below any level that could cause building damage or even cosmetic damage.
7 Amenity				
7.1	02, 10, 12, 16, 22, 24, 25,	Landscaping, amenity, privacy	If landscaping, fencing or visual screening will be implemented.	<p>NZTA will undertake landscaping and planting following completion of construction. The details of landscape planting for this Project will be determined closer to construction of the relevant stage, when it is known what vegetation can be retained and what locations will be available for planting. Condition 26 of the Proposed Designation Conditions requires NZTA to, where practicable:</p> <ul style="list-style-type: none"> • Retain existing mature, native vegetation; • Plant at stations and batter slopes; • Use eco-sourced native vegetation; and • Integrate planting with any planting required by conditions of resource consents for the Project (such as riparian restoration planting). <p>Fencing and screening of the Project from adjacent properties will be addressed through future design of the Project considering safety and maintenance.</p>
7.2	22, 24, 25, 29	Neighbourhood security, safety	<p>Comment 22: "opening direct access into the avenue creates increased opportunity for anti-social and criminal activity..."</p> <p>Comment 24: "The design fails to respect standard Crime Prevention Through Environmental Design (CPTED) principles..."</p> <p>Comment 25: "I do not believe the proposed design adequately addresses accepted Crime Prevention Through Environmental Design (CPTED) principles."</p> <p>Comment 29: "How is safety and security of my property going to be maintained, as historically when bus hubs/stations are built invites homeless, rough sleepers (often criminals), graffiti artists and often general low-life to an area".</p>	CPTED will be considered through detailed design. NZTA will propose an update to the Proposed Designation Conditions to ensure detailed design considers CPTED principles.
7.3	16	Great North Road planting	<p>Effects of the removal of existing planting at Great North Road and a request to retain it where practicable:</p> <ul style="list-style-type: none"> • Loss of visual screening; • Reduction in amenity values; • Increased exposure to noise and light; and • Increased activity in proximity. 	<p>In proximity to the commenter's property at [REDACTED], from the SH16 Great North Road offramp towards Point Chevalier shops, the Project repurposes lanes on Great North Road to provide for the busway in the Indicative Design. The Proposed Designation boundary includes the end of Montrose Street (set slightly above Great North Road) as it could be used as a temporary construction access point. This access point may assist construction traffic management on Great North Road.</p> <p>The commenter has requested that the existing planting within the Great North Road road reserve (adjacent to Montrose Street) is retained where practicable. NZTA will require owner approval from Auckland Council for the removal of any street trees and Proposed Designation Condition 26 requires NZTA to retain existing mature, native vegetation where practicable.</p>
7.4	16, 22, 24, 25	Lighting	Exposure to existing lighting or exposure to new lighting from the Project.	<p>Lighting of the Project will be similar to other public transport corridors, such as the Northern Busway, which are on or immediately adjacent to the motorway network. Lighting will support safety, security and driver visibility – suitable for public transport systems. Light spill and glare will be managed in accordance with NZTA, Australia and NZ lighting standards.</p> <p>Lighting will also be considered under CPTED principles, which NZTA will consider during detailed design</p>
7.5	10, 12	Emissions	Emissions from the bus and increased air pollution.	The large majority of buses using the busway will be electric, such that the commenter need not be concerned about emissions. Electric buses have no tailpipe emissions. While some diesel local buses will use the stations initially, Auckland Transport who will operate the busway, are currently planning to transition to electric buses for the full fleet.

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				<p>The use of electric buses also reduces contaminants in stormwater runoff and the potential impacts on habitats as set out in the Section 13 of Part 4 of the Application and the Assessment of Stormwater and Flooding Effects in part 6 of the Application. There are no engine emissions or engine oils used by these electric buses.</p> <p>As discussed in the Operational Noise and Vibration Effects Assessment in Part 6 of the Application, electric buses are much quieter than diesel buses and the Project will not add to existing SH16 road noise.</p>
Process or Other Matters				
8 Engagement				
8.1	20, 21, 29, 40	Engagement	<ul style="list-style-type: none"> Lack of engagement to date, or A request for ongoing engagement 	<p>Section 6 of Part 2 of the Application summarises partner, stakeholder and community engagement undertaken for the Project. That engagement has been undertaken in accordance with good practice and has been extensive.</p> <p>NZTA is committed to, and well-practiced with ongoing engagement and consultation with Iwi partners, stakeholders and the wider community. Throughout and following lodgement of this Application, the NZTA Communications and Engagement team has continued to respond to affected and adjacent landowners and residents, and other interested parties. The Project's 0800 contact number, email inbox and website will continue to be operational.</p>
8.2	21	Public participation	"affected residents should not be expected to navigate complex online systems simply to understand a project ..."	<p>NZTA will not comment on the process undertaken by the EPA in terms of accessibility of the Application documents and process undertaken. However, all directly affected and adjacent landowners and occupiers were invited to comment on the Application.</p> <p>Further, as set out above, stakeholder and community engagement has been undertaken in accordance with good practice and has been extensive over two and a half years. Sections 6.8 and 6.9 of Part 2 of the Application set out the adjacent landowner, occupier and community engagement undertaken. Community information sessions were held in June and July 2025 and again in the lead up to lodgement of the Application in November 2025. NZTA also undertook further community engagement in March 2026 once the Application was lodged. The purpose of these sessions was to share the indicative designs and the lodged documentation. This included having the lodgement material printed in hard copy for public viewing, and landowner information packs for directly affected landowners.</p> <p>An email campaign was sent to the project distribution list, which has over 2,500 subscribers, social media posts were published and the Project webpage updated to inform the public about the five community information sessions being held along the Project corridor.</p>
	23		"The Fast Track process appears to reduce the ability of affected residents and stakeholders to have meaningful input on a project"	
9 Other Matters				
9.1	12, 13, 16, 21, 29, 31	Alternatives	<ul style="list-style-type: none"> Request to look at alternatives – including different modes, Suggestions that an alternative mode or option would be more suitable Suggestions that other alternatives have not been looked at 	<p>NZTA has undertaken an extensive evaluation of alternative modes, corridors, routes and sites since the Project's inception. This is summarised in Section 3.3.1 of Part 4 of the Application. NZTA used a multi criteria assessment (MCA) process as part of this assessment, to inform its alternatives analysis, which is a best practice to ensure a robust, replicable and transparent assessment. The process that has been adopted is robust. Ms Sinclair has also provided evidence on the alternatives process that is submitted with the response to comments (Statement of Evidence - Karyn Sinclair, paragraphs 13-76).</p>
9.2	02	Designation boundary	"Whether changes to the designation boundary near my property are expected as the project progresses."	<p>No changes to the Proposed Designation boundary are proposed at ██████████ Massey.</p>
9.3	21, 29, 31	Funding constraints	<p>Comment 21: "committing billions of dollars to a project with uncertain future demand assumptions may not represent responsible long-term planning".</p> <p>Comment 29: "Huge cost to rate payers"</p> <p>Comment 31: "...it is difficult to justify the enormous expenditure required..."</p>	<p>The Project is nationally and regionally significant and remains a strategic priority for NZTA to provide faster, more reliable public transport for Auckland's growing northwest, while improving access to jobs and freeing up space on SH16 for freight and other road users. The significant benefits of the Project are set out in Part 3 – Project Benefits.</p> <p>As set out in Section 4.2.1 Part 2 of the Application, the Project is proposed to be staged over 20 years. The Project can be incrementally constructed building on the existing WX1 bus service and proven demand. The Project has secured funding for further design development and site investigations, detailed design and construction of Brigham Creek Rarawaru station and park and ride, and some targeted property acquisition. Further funding for the Project will be sought in stages over a number of NLTP funding cycles. This investment approach enables the Project to be delivered in stages, spreading costs over time and aligning infrastructure delivery with growth, demand, and funding availability.</p>

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9.4	21	Based on population growth	<p>"The proposal also relies heavily on projected population growth and transport demand modelling extending decades into the future. These assumptions may change significantly.</p> <p>... the project risks encouraging further urban sprawl and intensification pressures without adequately addressing the wider social and infrastructure consequences."</p>	<p>Section 1.2 of Part 2 of the Application sets out the need for the Project. That need is based on the projected population growth in Auckland's northwest and on existing transport challenges that will be exacerbated as the population grows (as planned under Auckland Council's Unitary Plan). The existing Northwestern Motorway (SH16) has several transport challenges relating to long and unreliable travel times and insufficient capacity, which impact accessibility. SH16 lacks reliable public transport options for northwest communities, which affects passenger and freight movement and limits demand for land development. If rapid transit is not delivered:</p> <ul style="list-style-type: none"> Traffic congestion and travel times will worsen as growth in the northwest continues, impacting freight services and economic productivity; Bus services will become overcrowded, unreliable and late; and Bus interchanges will continue to lack passenger facilities. <p>The existing WX1 service is very popular, and passenger numbers are already exceeding capacity at interim stops built at the Te Atatū and Lincoln Road motorway interchanges. The existing WX1 service is being affected by longer and more variable travel times, speed restrictions along some parts of SH16 and a lack of continuous priority lanes. Through the provision of a new separated busway, the Project will significantly decrease bus travel times for passengers travelling between northwest Auckland and the city centre. The key benefits of the Project are set out in Part 3 of the Application.</p> <p>The Project supports the intensification of existing urban areas as well as growth that is already occurring in newly developed residential and business areas.</p>

Commenters responded to in this document			
Comment number	Name	Address	NOR number
01	Hui Liu and Ji Ma		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.
02	Matthew Richmond		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.
03	Jo Johnson		NOR9: Busway between Waterview interchange and west of Ivanhoe Road (including all stations and local road connections).
04	Wei Bai Cen & Wen Yan Sun		NOR1: Busway between Brigham Creek Rarawaru station and north of Westgate Te Waiarohia station.
05	John Tampo and Sheila Catedral		NOR2: Busway between north of Westgate Te Waiarohia station and north of Royal Road Mānutewhau station.
06	Barbara Schwalger		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.
10	Ana Lizbeth Tirado Ariza & Oscar Eduardo Mejia Badillo		NOR2: Busway between north of Westgate Te Waiarohia station and north of Royal Road Mānutewhau station.
12	Ban and Lana Niu		NOR2: Busway between north of Westgate Te Waiarohia station and north of Royal Road Mānutewhau station.
13	Shiree Taylor (Stout)		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.
14	Mike & Dorothy Booth		NOR10: Busway between Ivanhoe Road and Ian McKinnon Drive (including all stations and local road connections).
16	Rob & Katrina Reinsfield		NOR9: Busway between Waterview interchange and west of Ivanhoe Road (including all stations and local road connections).
17	Kelly Cross & Peter Roach		NOR10: Busway between Ivanhoe Road and Ian McKinnon Drive (including all stations and local road connections).
18	Jugal Presswala		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.
20	Arbend & Kusum Singh		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.
21	Lily Li & Thomas Antunes		NOR10: Busway between Ivanhoe Road and Ian McKinnon Drive (including all stations and local road connections).
22	Aaron & Fiona Bridges		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.

24	Blayne Kriletich		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.
25	Alex & Kim Milne		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.
26	Kim Weston		NOR4: Brigham Creek Rarawaru Station.
29	Margaret McKinney		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River
30	Jason Mangan and Sarah Doney		NOR2: Busway between north of Westgate Te Waiarohia station and north of Royal Road Mānutewhau station.
31	Paul Dragicevich		NOR10: Busway between Ivanhoe Road and Ian McKinnon Drive (including all stations and local road connections)
40	Amitesh Singh		NOR3: Busway between Royal Road Mānutewhau Station and Te Whau River.