

North West Rapid Transit Project

New Zealand Transport Agency Waka Kotahi (NZTA) Response to Comments - By Commenter

Assigned comment number	Comment reference	Topic	Comment (extracts, unless identified)	Response to Comment from NZTA
Commenter 43 – Ministry of Education (29 May 2026)				
43.1	P13-15	Benefits	"The Ministry generally supports the strategic intent of the proposal and recognises the broader regional and network benefits associated with the project." "The Ministry acknowledges that significant transport infrastructure is required to support growth and improve network resilience and connectivity across northwest Auckland."	NZTA acknowledges the Ministry of Education's (MOE) general support for the Project and its benefits. NZTA is continuing discussions with MOE and will provide an update to the Panel on those discussions in due course. NZTA notes that MOE's interest in the Project Area relates to Royal Road School at 112 Royal Road, Massey. NZTA proposes to designate and acquire a portion of the school site on its eastern boundary for the Royal Road Station and the busway. Royal Road School is designated and therefore MOE holds the primary designation over the land at 112 Royal Road (Designation 4641 in the AUP) that is within NORs 2, 3 and 6.
43.2	P16-20, P32	Engagement	"Given the scale and duration of the project, including the proposed 25-year lapse period, the Ministry considers that reliance on informal or discretionary engagement processes does not provide sufficient certainty that education-related operational matters will continue to be appropriately considered through future detailed design and construction phases." "In the Ministry's view, a formal stakeholder engagement framework should be included within the conditions to provide for ongoing engagement with affected schools and the Ministry throughout the life of the project." "That a condition be included requiring preparation and implementation of a Stakeholder Engagement Plan, or equivalent framework..."	NZTA considers existing statutory processes and NZTA's proposed conditions already provide for engagement with MOE in relation to the Project: - Approval will be required from MOE under RMA s177 for works within the school site as the primary designation holder over the land at 112 Royal Road (Designation 4641 in the AUP). - Property acquisition processes through the PWA (that usually commences 2 – 3 years before construction commences, allowing ample time for discussions). - Proposed Designation Construction Traffic Management Plan (CTMP) Condition 16 and its implementation require communication of traffic management measures to affected road users. - Proposed Designation Construction Noise and Vibration Management Plan (CNVMP) Condition 19 and its implementation require communication and engagement with nearby residents and stakeholders. Those steps include the notification of proposed construction activities, the period of construction activities and the management of noise and vibration complaints. - Proposed Designation Schedule to CNVMP Condition 20 requires a summary of consultation undertaken with owners and occupiers of sites that are subject to a Schedule – where construction noise and vibration is predicted or measures to exceed noise and vibration standards. NZTA does not agree with MOE that those processes are "informal or discretionary engagement processes". These statutory processes and proposed designation conditions will <i>require</i> formal engagement with MOE and the school during detailed design and construction of the Project. Given the existing processes and conditions, NZTA does not support the suggested Stakeholder Engagement Plan condition (or any similar condition). Such a condition would be "more onerous than necessary" given it would duplicate and add to existing engagement requirements and processes. Only one public school (Royal Road School) is directly affected by the Project and the existing statutory processes and proposed designation conditions already establish engagement with MOE and Royal Road School. In addition to the existing processes and conditions that require engagement, NZTA has an existing practice and firm commitment to engagement with the public and stakeholders (such as the MOE). It does not require a new condition on the designation to mandate that practice and commitment or to reinforce a process that, for the Royal Road School, is already established and which will be reinforced through other statutory processes and the proposed designation conditions.
43.3	P21-24, P33	Detailed design and school interface	"the Ministry considers that the application would benefit from a clearer and more structured process within the conditions framework to manage the detailed design interface between the project and Royal Road School." "In particular, the Ministry considers there are important interface matters requiring ongoing coordination, including: - the relationship between the proposed station environment and the school boundary; - pedestrian movement and activity adjacent to the school; - boundary treatment and separation; - operational access arrangements; and	For the reasons set out above, NZTA does not agree that an additional condition is required to prompt engagement with MOE regarding the detailed design of Royal Road station and associated roading upgrades as there are existing processes and proposed designation conditions through which that engagement will occur. Additionally, NZTA will be proposing conditions that address the Project's relationship with the immediately adjoining environment as follows: - A new condition requiring the Project to be designed to provide for personal safety by taking into account Crime Prevention through Environmental Design (CPTED). - A new condition requiring a Form and Landscaping Statement to be included in the outline plan. The purpose of this statement is to describe how the Project has responded to the immediately adjoining environment. - Height in relation to boundary adjacent to residential zones.

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			e. integration of future road and streetscape upgrades along Royal Road." "The Ministry considers that the detailed design process should include a clear mechanism requiring engagement with the Ministry on matters affecting the school interface to ensure that education operational outcomes are appropriately integrated into the final design response."	While these proposed conditions do not require specific engagement with MOE, they provide "a clearer and more structured process" of the nature addressed by MOE, without duplicating the existing outline plan process or adding an additional layer of regulation that is unnecessary.
43.4	P25-26	Operational noise	"Given the prominence and long-term nature of [permanent noise barriers], the Ministry considers that engagement with the Ministry should occur where permanent noise mitigation structures interface directly with Royal Road School." The MOE seeks "An amendment to Condition 30 to require engagement with affected landowners, including the Ministry, regarding the location and detailed design of permanent operational noise barriers adjoining education land."	The noise barrier adjacent to the school in the Indicative Design is located within the existing Royal Road School site and NZTA will require s177 approval from MOE for it to be built, and will also need to acquire an eastern portion of the school site. NZTA notes that the indicative noise barrier in this location is no higher than a standard boundary fence (2m) and NZTA does not agree that it will be a prominent feature. The Royal Road Station, busway and SH16 are below the level of the school. Any noise barrier required to be installed to manage SH16 noise on the Royal Road School will be installed before the opening of the Project under Proposed Designation Condition 36. NZTA does not agree that an amendment to proposed designation conditions is required to specifically include engagement with MOE on the location or design of the barrier as: • MOE will be engaged through the s177 and PWA processes and MOE and the school will be engaged through the construction-related designation conditions. • The location and design of the barrier will be determined by a Suitably Qualified and Experienced Person through the proposed designation operational noise conditions so that the barrier is effective for the mitigation of noise.
43.5	P27-28	Construction traffic management	"Following discussions with NZTA, the Ministry is generally comfortable that the proposed Construction Traffic Management Plan framework provides an appropriate basis for managing construction-related transport effects, subject to continued engagement through implementation."	NZTA acknowledges MOE's comfort with the proposed CTMP condition.
43.6	P29-30	Construction noise and vibration	"The Ministry is generally comfortable with the proposed construction noise and vibration management framework and acknowledges that schools are recognised as sensitive receivers within the relevant management plans and assessment framework."	NZTA acknowledges MOE's comfort with the proposed CNVMP condition.
Commenter 44 – Shyam Patel (11 June 2026)				
44.1		Property acquisition	"Full property acquisition: as the entire property falls within the designation, this has significant implications for my long-term planning, housing security, and financial position" "Property valuation and compensation: I would like assurance that any future acquisition will reflect fair market value, including consideration of recent market conditions and the impacts of designation uncertainty." "Timing uncertainty: With Stage 2B (Royal Road to Lincoln Road) not yet funded, there is uncertainty around when acquisition may occur. This creates challenges for decision-making in the interim." "Impact on property use and value: The designation and prolonged uncertainty may materially affect usability and value of the property prior to acquisition."	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 2-3 years before construction commences. NZTA has met with the land-owner to discuss the PWA process. As the Crown's agent in PWA processes, NZTA will ensure owners of property that 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.
Commenter 45 – Sandra Fabrin (17 June 2026)				
45.1		Property acquisition	"For the past ten years, I have lived and operated my professional practice from this property. The potential acquisition or loss of this site would have a significant impact on both myself and..., whose operations are also based here." "The property accommodates therapy services within the front residence and includes a distinctive and historically significant brick barn situated at the rear of the site. This venue is integral to our work..."	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 2-3 years before construction commences. NZTA has met with the land-owner to discuss the PWA process. As the Crown's agent in PWA processes, NZTA will ensure owners of property that is required for the Project are fairly treated, in accordance with established practice and LINZ requirements, and as required by law. PWA compensation will address both the acquisition of property, and business disturbance / relocation.

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45.2			"... the brick barn serves as a sought-after venue for a wide range of organisations and businesses due to its unique character, historical significance, and iconic appearance...	The commenter states the brick barn located on the property has "historical significance". NZTA notes the brick barn on the property is not a scheduled heritage structure, and the property is not located with a Historic Heritage or Special Character Overlay in the AUP.