

SUBMISSION ON AN APPLICATION FOR AN APPROVAL UNDER THE FAST-TRACK APPROVALS ACT 2024

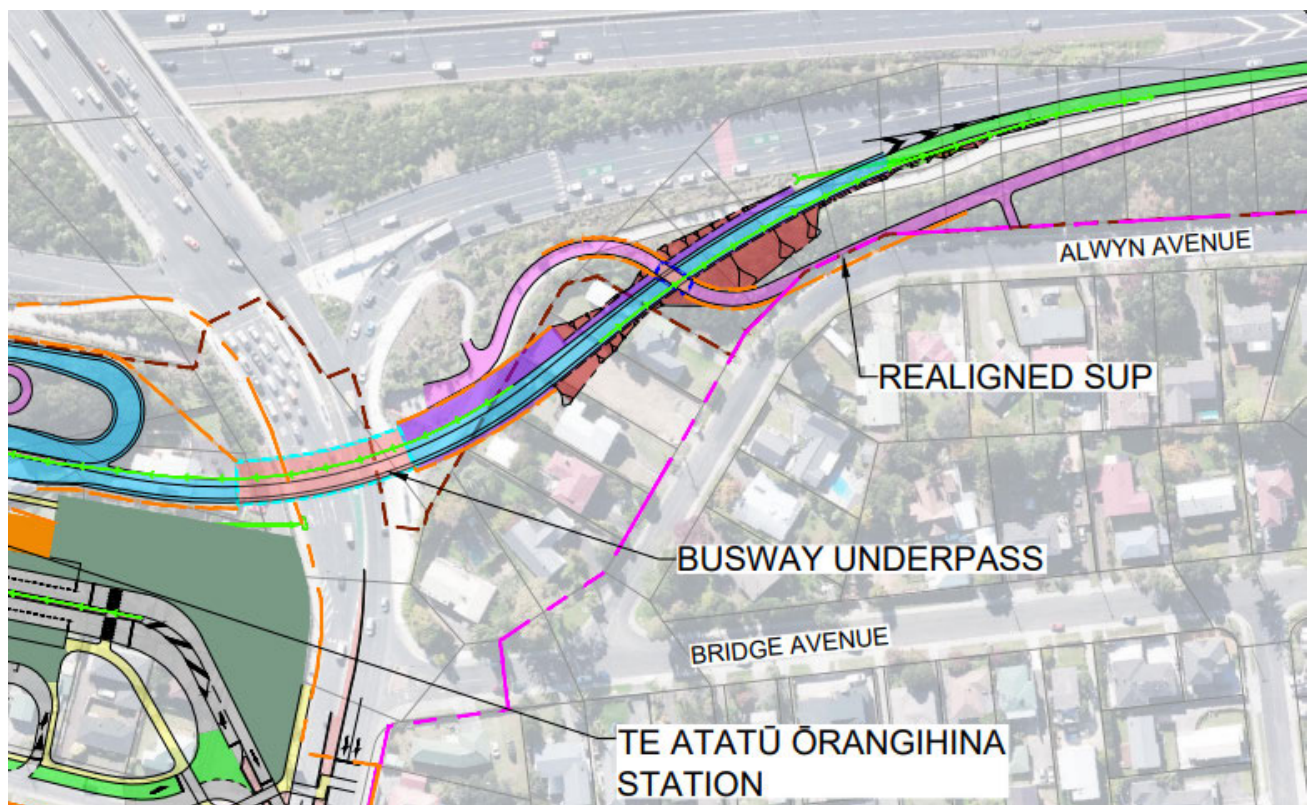
To: The Convener / Expert Panel

Submitter Name: Blayne Kriletich

Property Address: [REDACTED] Te Atatū South, Auckland

Project Reference: Northwest Rapid Transit (NWRTP) Project

Relevant Plans/Documents: NWRTP-00-00-EN-DRW-1106 (General Arrangement Sheet 06 of 10) & NWRTP-00-00-EN-DRW-1106a (NWRTP_Part-6_1_Indicative-Design_West.pdf)



1. Introduction and Statutory Context

This is a formal submission made under Sections 53 and 54 of the Fast-track Approvals Act 2024 regarding the proposed Northwest Rapid Transit development works affecting Alwyn Avenue.

As a long-term resident at [REDACTED], my property directly adjoins the proposed designations and infrastructure works. This neighbourhood has already borne a disproportionate level of disruption, construction stress, and loss of amenity following the 2016 completion of the Western Ring Route on State Highway 16 (SH16).

While I acknowledge the wider regional utility of transit infrastructure, the current design creates significant, unmitigated local externalities. I request that the Expert Panel carefully consider the cumulative environmental, safety, and amenity impacts outlined below.

2. Primary Grounds for Submission


2.1 Unjustified Removal of the Existing Earth Bund and Amenity Loss

The existing earth bund has served as a vital environmental buffer since 2016. It mitigates operational noise, headlight glare, light pollution, and severe visual intrusion originating from the SH16 corridor, the bridge, and nearby high-voltage overhead transmission lines.

- **Noise Impacts:** The applicant's own *Assessment of Operational Noise and Vibration Effects* (Pg 36, B.4 Sector 4) expressly predicts that many Alwyn Avenue residents will be adversely affected by increased operational noise. Despite this finding, the applicant proposes to clear the very infrastructure designed to suppress it.
- **Visual and Light Pollution:** The assessment completely omits the severe visual degradation and light pollution that will occur if this bund is removed. Stripping this topography exposes residential boundaries to glaring highway infrastructure, transport elements, and structural overhead lines, materially eroding our residential amenity and privacy.

2.2 Realigning the Cycleway and Omission of Engineering Realities

The applicant proposes to divert the existing cycleway onto a new alignment that requires the destruction of established bund material, flora, and fauna.

- **Inaccurate/Deficient Mapping:** Scheme map NWRT-00-00-EN-DRW-1106a is deficient as it completely fails to indicate the required **Cut Batter** for the realignment.
- **Topographical Impossibility without Severe Cut:** Photographic evidence taken outside  Alwyn Avenue (Image 1.01a & 1.01b) establishes that the bund stands at a significant height at this exact point (referenced clearly against the height of neighbouring power poles). For this realigned path to meet manageable gradients for cyclists and pedestrians, an extensive, highly disruptive technical cut into the earth bund is mandatory.
- **Lack of Justification:** The current active transport corridor functions efficiently. The applicant has failed to provide a robust Section 53/54 justification for incurring severe ecological, structural, and residential disruption for an unnecessary path diversion.

2.3 Opposition to Proposed Pedestrian Access via Alwyn Avenue

The indicative design proposes a new, direct pedestrian access point connecting the transit corridor directly into Alwyn Avenue. I strongly oppose this element.

- **Traffic and Pedestrian Safety Risks:** Alwyn Avenue is a narrow residential street characterised by two highly awkward, partially blind corners. Introducing a pedestrian access point will cause a significant influx of foot traffic, non-resident vehicle parking, and passenger drop-offs/pick-ups associated with the nearby Te Atatū Ōrangihina station. This layout will severely elevate safety risks and the likelihood of vehicle-pedestrian accidents on these blind bends. (Images 1.02a1, 1.02a2 & 1.02b)
- **Anti-Social Behaviour and CPTED Failures:** Opening a direct pedestrian channel from a mass transit corridor into a quiet cul-de-sac creates clear vectors for anti-social behaviour and opportunistic property crime. The design fails to respect standard Crime Prevention Through Environmental Design (CPTED) principles by making a secluded residential enclave overly accessible to non-residents.

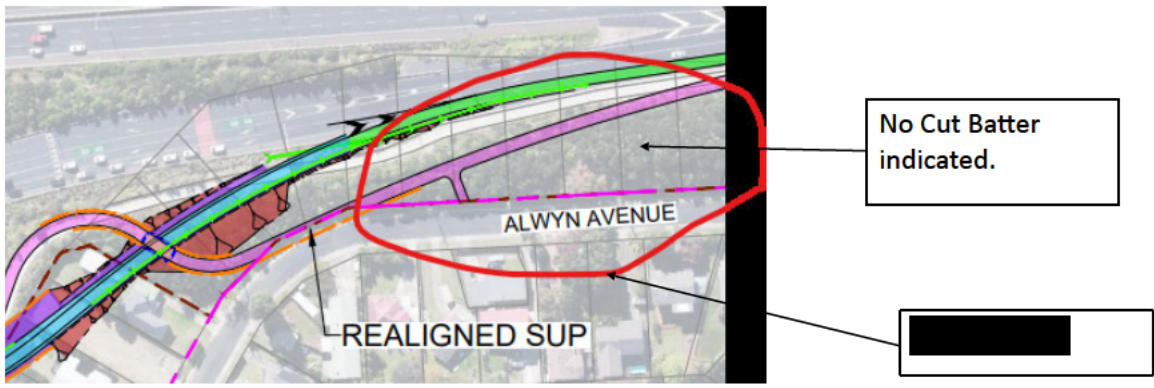


Image 1.01a

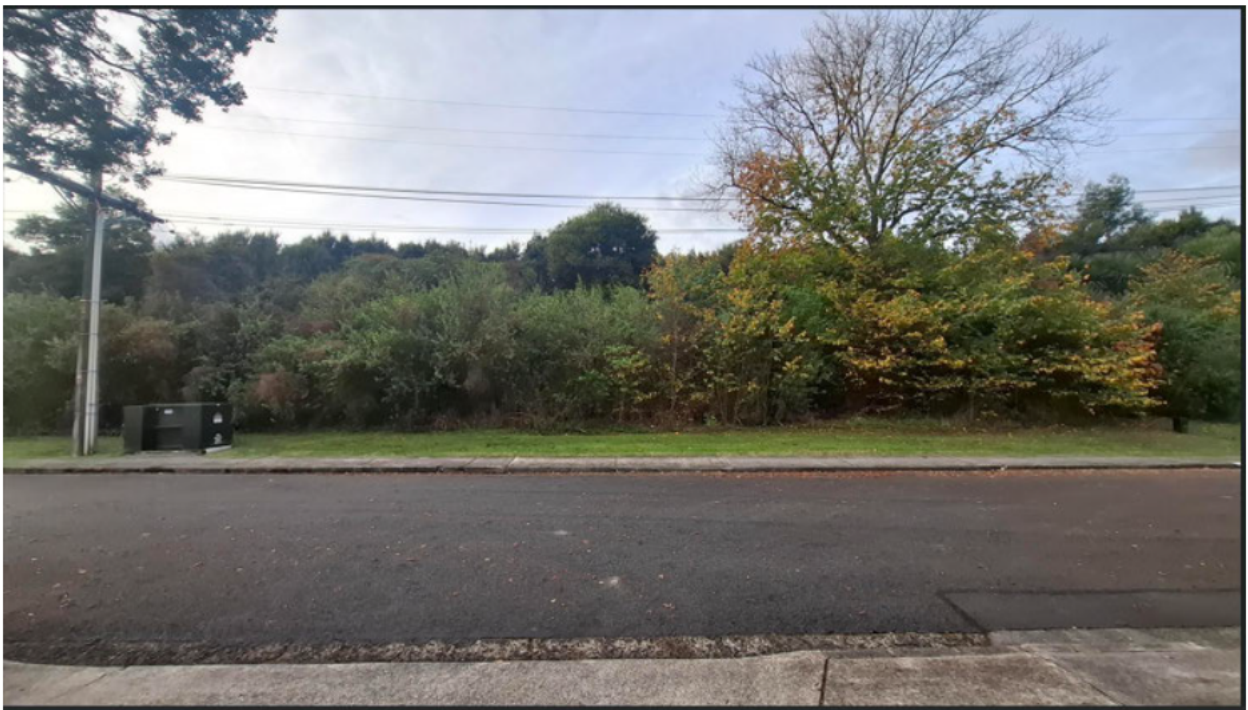


Image 1.01b

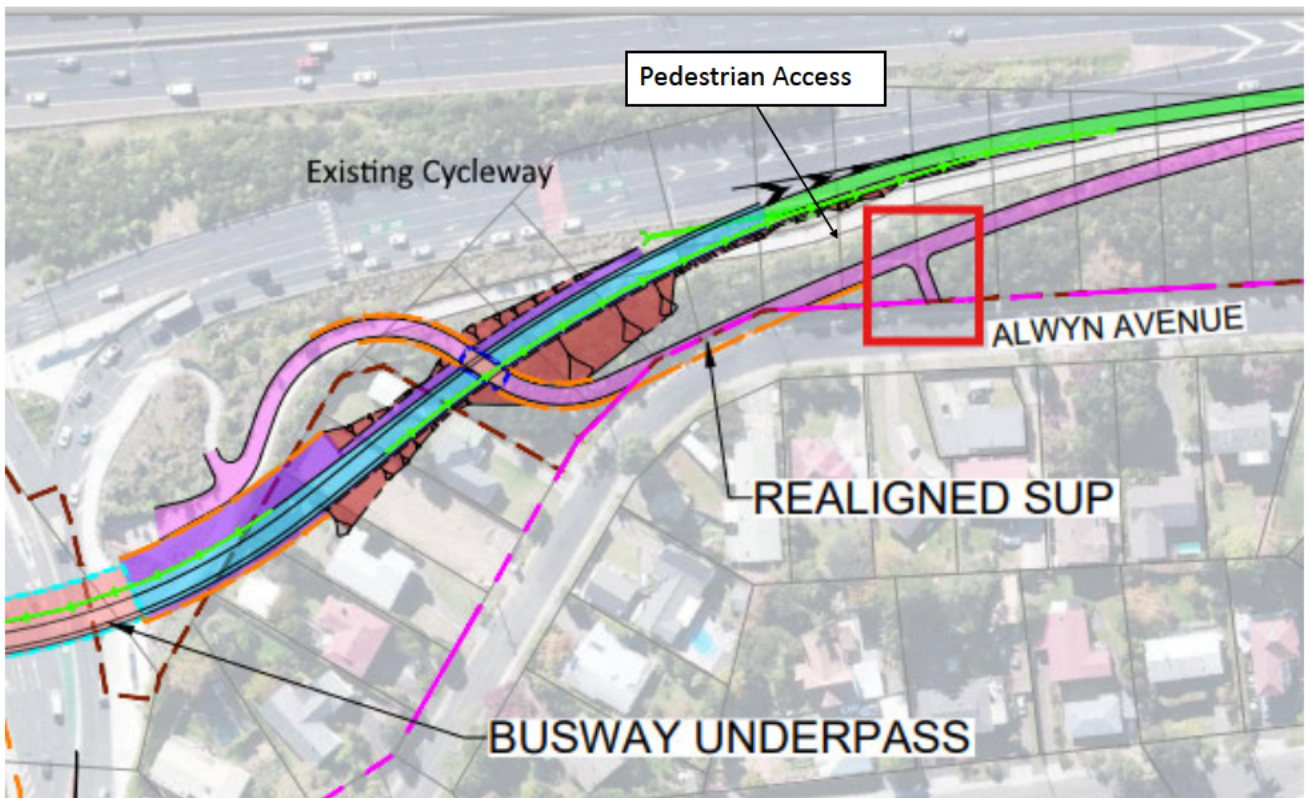


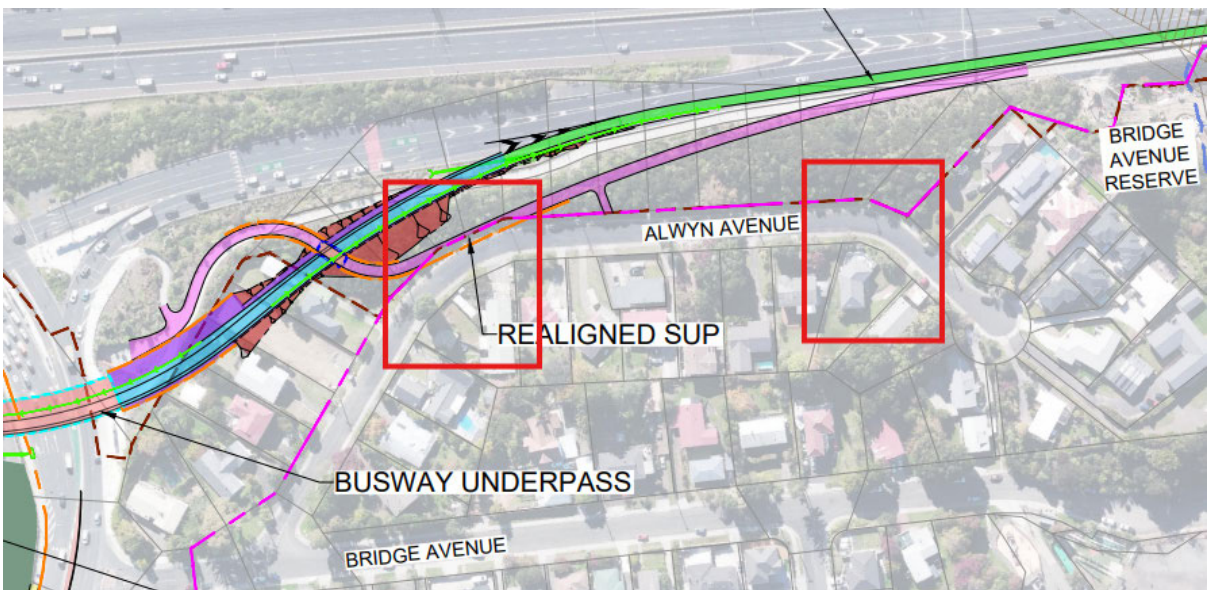
Image 1.02a1



Image 1.02a2



Image 1.02b



3. Relief Sought and Decisions Required

To address these severe, cumulative adverse effects, I seek the following specific relief from the Expert Panel:

1. **Retention of Existing Infrastructure:** Decline the removal of the existing earth bund and require the retention of all established flora, fauna, and screening topography adjacent to Alwyn Avenue.
2. **Rejection of Cycleway Realignment:** Reject the proposed path diversion and maintain the cycleway on its current, highly functional alignment, avoiding the unmapped Cut Batter and structural impacts on the bund.
3. **Removal of Pedestrian Access Point:** Remove the proposed pedestrian access linkage into Alwyn Avenue to preserve safety, security, and local neighbourhood character.
4. **Exemption or Comprehensive Mitigation:** Determine that Alwyn Avenue be fully exempt from further infrastructural encroachment or, alternatively, require the applicant to construct substantial, high-specification noise walls and architectural visual screens to fully replace the mitigation currently provided by the bund.

3.1 Alternative Relief: Property Acquisition

If the Expert Panel determines that the regional public benefits of the project override these critical local concerns, and the works are approved to proceed as currently designed, I seek the following alternative relief:

- **Compulsory Property Acquisition:** That the applicant be legally required to offer to acquire the properties of severely affected Alwyn Avenue residents (including [REDACTED]) under the Public Works Act 1981 or specific project compensation schemes. This will grant displaced residents the fair opportunity to relocate to an area offering the baseline level of residential amenity they reasonably expected when purchasing their homes.

Date: 24 May 2026

Signed: Blayne Kriletich