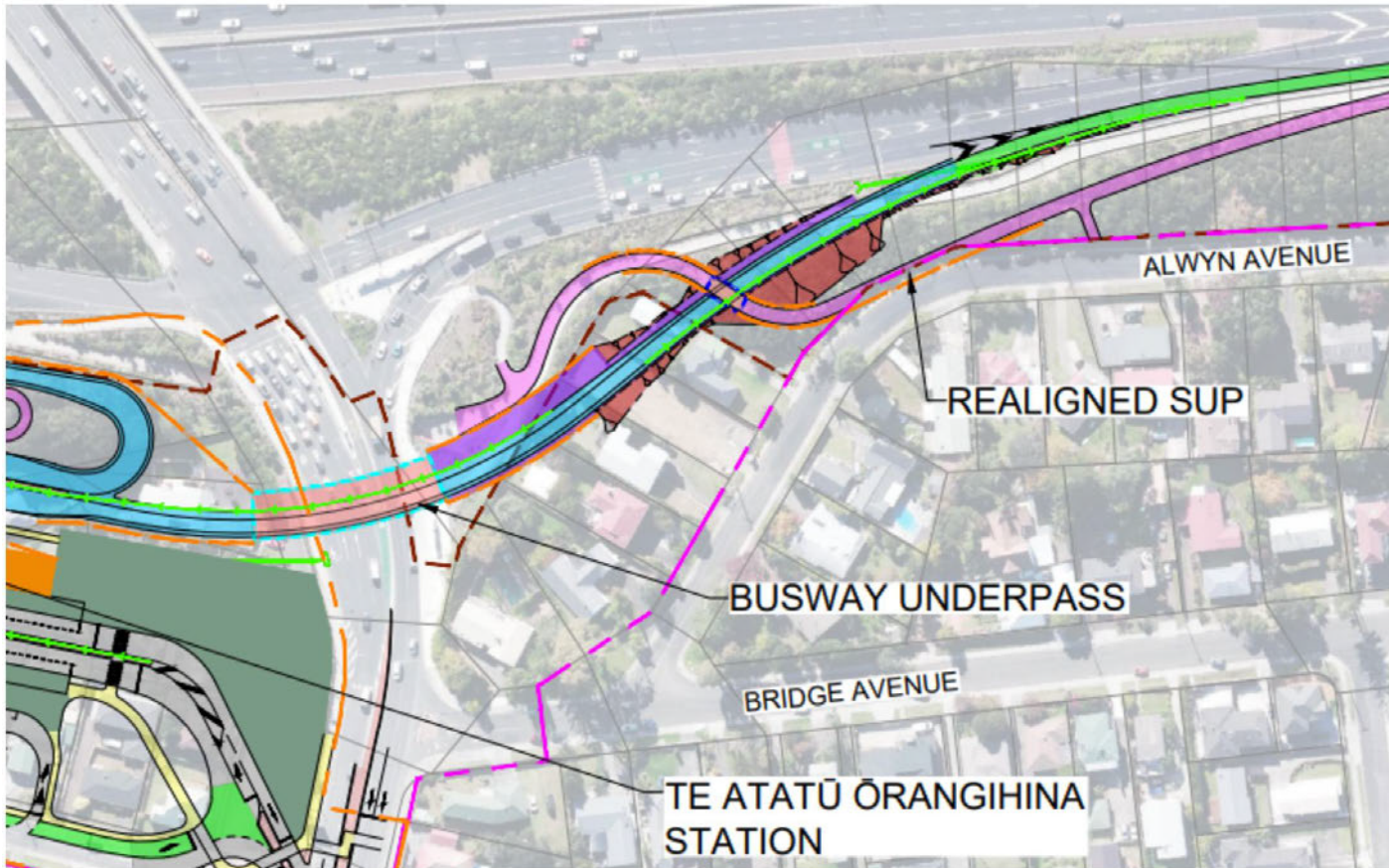


SUBMISSION ON AN APPLICATION FOR APPROVAL UNDER THE FAST-TRACK APPROVALS ACT 2024

To: The Convener / Expert Panel

Project: Northwest Rapid Transit (NWRT) Project

Relevant Plans/Documents: NWRT-00-00-EN-DRW-1106 & NWRT-00-00-EN-DRW-1106a



1. Introduction

I make this submission under sections 53 and 54 of the Fast-track Approvals Act 2024 regarding the proposed Northwest Rapid Transit development works affecting Alwyn Avenue, Te Atatū South.

As a long-term resident directly affected by the proposed works and infrastructure changes associated with this project, I strongly oppose several aspects of the current design due to the significant adverse impacts they will impose on the immediate residential environment, public safety, neighbourhood security, and residential amenity.

While I acknowledge the broader regional benefits of improved public transport infrastructure, I believe the current proposal places an unfair and disproportionate burden on Alwyn Avenue residents, who have already experienced substantial

disruption and loss of amenity following the construction of the Western Ring Route and associated SH16 infrastructure works completed in 2016.

2. Primary Grounds for Submission

2.1 Opposition to Proposed Pedestrian Access onto Alwyn Avenue

I strongly oppose the proposed pedestrian access linking the transit corridor directly into Alwyn Avenue.

In my view, this access is not necessary for local residents and will instead function primarily as a commuter access point associated with the nearby Te Atatū Ōrangihina station. This will introduce a substantial increase in non-resident pedestrian activity, commuter vehicle movements, passenger drop-offs and pick-ups, and on-street parking pressures within a narrow residential cul-de-sac that is fundamentally unsuited to this level of activity.

Alwyn Avenue already contains two awkward and partially blind corners which create restricted visibility for motorists and pedestrians alike. The street currently experiences significant congestion from the number of vehicles parked along both sides of the roadway. These parked vehicles already reduce safe carriageway width, obstruct driver sightlines, and make manoeuvring difficult, particularly around the bends and during peak traffic periods.

Any additional increase in parking demand and vehicle movements associated with station users will further reduce visibility and access, significantly increasing the risk of vehicle collisions, pedestrian accidents, and near misses. Emergency vehicle access may also be adversely affected by the increased congestion and narrowing of usable roadway space.

I am particularly concerned that the proposed pedestrian connection will effectively transform a quiet residential street into an informal commuter access corridor without adequate consideration of the street's physical limitations or the cumulative safety effects on residents.

2.2 Crime, Anti-Social Behaviour, and CPTED Concerns

The proposal also raises serious concerns regarding crime prevention and neighbourhood security.

The surrounding area already experiences regular incidents of vehicle break-ins, theft, suspicious activity, and antisocial behaviour. Residents are already dealing with

ongoing security concerns within the neighbourhood, and I believe the proposed direct pedestrian access into Alwyn Avenue is likely to worsen these existing issues.

By creating a direct and convenient public access route between a major transport corridor and a secluded residential street, the proposal significantly increases opportunities for opportunistic offending, loitering, trespassing, unlawful vehicle access, and other antisocial behaviour involving non-residents.

I do not believe the proposed design adequately addresses accepted Crime Prevention Through Environmental Design (CPTED) principles. Rather than limiting unnecessary public intrusion into a residential environment, the proposal effectively opens the street to increased transient foot traffic and non-resident activity with little natural surveillance or meaningful mitigation.

Residents should not be expected to absorb increased crime and security risks as a consequence of infrastructure decisions that prioritise commuter convenience over neighbourhood safety and residential wellbeing.

2.3 Removal of Existing Earth Bund and Loss of Residential Amenity

I strongly oppose the removal of the existing earth bund adjacent to Alwyn Avenue.

Since the completion of the Western Ring Route works, the bund has served as an essential environmental and visual buffer between residential properties and SH16 infrastructure. It currently provides meaningful mitigation from operational highway noise, headlight glare, visual intrusion, and light pollution associated with the motorway corridor, bridge structures, and overhead transmission infrastructure.

The applicant's own Assessment of Operational Noise and Vibration Effects identifies that residents within this sector will already experience adverse operational noise effects. Despite this, the proposal seeks to remove the very landform currently providing substantial mitigation.

The operational noise impacts from SH16 are already significant under certain weather conditions, particularly when winds blow from the north and carry motorway noise directly over the existing earth bund and into surrounding residential properties. During these conditions, traffic noise becomes substantially more intrusive and noticeable within homes on Alwyn Avenue, even with double-glazed windows installed.

This raises serious concerns as to whether the applicant's acoustic and environmental assessments adequately accounted for prevailing wind direction and weather-dependent noise amplification conditions during testing and modelling. If such assessments were not undertaken under representative northerly wind conditions, then the true operational noise effects on residents may be materially understated.

Given that the existing bund already struggles to sufficiently mitigate motorway noise during northerly wind conditions, its removal would likely result in a substantial worsening of residential noise impacts and a further reduction in residential amenity and liveability.

The removal of the bund will materially worsen residential amenity by exposing homes directly to motorway infrastructure, lighting, traffic movement, and visual impacts currently screened by the existing topography and vegetation.

The cumulative impact of these changes will significantly erode the residential character, privacy, and liveability of Alwyn Avenue.

2.4 Opposition to Cycleway Realignment

I also oppose the proposed cycleway realignment requiring removal of existing bund material, vegetation, flora, and fauna.

The current cycleway alignment already functions effectively and there appears to be insufficient justification for the level of environmental and residential disruption associated with the proposed diversion.

Concerns are also raised regarding the apparent omission of the required Cut Batter within the relevant scheme drawings. Given the substantial height of the existing bund in this location, it appears evident that significant earthworks would be necessary to achieve acceptable pedestrian and cycling gradients.

The scale of the required cut and associated visual and environmental impacts have not been transparently or adequately communicated within the proposal documentation.

3. Cumulative Effects

I emphasise that these concerns cannot be viewed in isolation.

Residents of Alwyn Avenue have already endured years of cumulative adverse effects arising from major transport infrastructure projects in the surrounding area. The current proposal represents an additional layer of noise, visual intrusion, traffic pressure, security risk, and residential disruption imposed upon a street that has already experienced a disproportionate level of interference from regional transport developments.

In my view, the proposal as currently designed prioritises regional convenience at the expense of local residential safety, security, amenity, and quality of life.

4. Relief Sought

I respectfully request that the Expert Panel:

1. Decline the proposed pedestrian access connection into Alwyn Avenue.
2. Require retention of the existing earth bund and associated vegetation.
3. Reject the proposed cycleway realignment and retain the existing alignment.
4. Require further assessment of parking, traffic safety, visibility, and CPTED impacts associated with the proposal.
5. Recognise the cumulative adverse effects already experienced by residents of Alwyn Avenue and avoid further unnecessary residential intrusion.

Alternatively, should the project proceed substantially as proposed, I request that severely affected residents be offered fair property acquisition or comprehensive mitigation measures, including substantial noise attenuation, visual screening, and security improvements.

Date 24/05/2025

Alex and Kim Milne

