

Appendix C
North West Rapid Transit Project
New Zealand Transport Agency Waka Kotahi (NZTA) Response to Comments – Auckland Council Local Boards

Assigned comment number	Comment reference	Topic	Comment (extracts, unless identified)	Response to Comment from NZTA
1.0 Upper Harbour Local Board				
1.1	Upper Harbour Local Board Resolution, 30 April 2026, section 11.2, page 2, a. i.	Support	i "acknowledge the need for the Te Ara Hauauru North West Rapid Transit project and support the overall intent to provide a reliable, frequent and fast connection along State Highway 16 to Auckland City."	NZTA appreciates the Local Board's acknowledgement of the Project's value and benefits.
1.2	Upper Harbour Local Board Resolution, 30 April 2026, section 11.2, page 2, a. ii.	Transport and staging	ii. "Note the Local Board have not been provided with the total cost of the project and express concern that should the cost be too high and the project may not be deliverable therefore request that simpler designs are also considered for example using road reallocation until such time bridges are needed."	The Local Board's support for value for money outcomes is acknowledged. 'Value for money' is a Strategic Priority under the Government Policy Statement for Land Transport 2024 and has been an important consideration throughout development of the Project. NZTA is committed to delivering a cost effective, value for money project. Simpler designs are being considered, and a standardised, modular design framework is being developed. Project delivery will be staged, with buses using the existing motorway and interim stations until the full busway construction is completed.
1.3	Upper Harbour Local Board Resolution, 30 April 2026, section 11.2, page 2, a. iii.	Timeframe	iii." express concern about the proposed timeframe taking too long and request that every effort is made to speed this up."	NZTA acknowledges the Local Board's desire to see the benefits of the Project realised as soon as practicable. As noted above, the Project will continue to be advanced as funding becomes available and in accordance with the approved delivery programme.
1.4	Upper Harbour Local Board Resolution, 30 April 2026, section 11.2, page 2, a. iv. and vii.	Walking and Cycling connections	iv. "Request that all stations incorporate walking and cycling infrastructure to allow for access from local residents noting it would be more difficult to retrofit this infrastructure at a later stage. vii. "note that given the experience with existing park and ride stations such as Albany and Constellation, it is very difficult to retrofit walking and cycling infrastructure."	NZTA agrees that access for walking and cycling is an important consideration for this Project. The design includes provision for walking and cycling infrastructure to access stations; this will be progressed during the detailed design phase in consultation with Auckland Transport.
1.5	Upper Harbour Local Board Resolution, 30 April 2026, section 11.2, page 2, a. v.	Whenuapai / SH16-SH18 connections	v. "request that the connection between State Highway 16 and State Highway 18 is completed at the same time. This would allow traffic to bypass Whenuapai township by staying on the motorway."	NZTA acknowledges that SH16/SH18 Connections are an important future part of the wider transport programme for northwest Auckland, although they are not part of this Project. These connections are subject to future development, design and funding. These connections are not prioritised in the 2024–27 National Land Transport Fund (NLTP) and delivery is expected to occur over the longer term. In the meantime, the Northwest Busway will provide significant transport benefits and help reduce pressure on the wider network.
1.6	Upper Harbour Local Board Resolution, 30 April 2026, section 11.2, page 2, a., vi and viii.	Walking and cycling connections	vi. "express concern that there is no walking or cycling access from Whenuapai across the motorway to the Brigham Creek Rarawaru Park and Ride Station." viii. "request that there is safe and separated walking and cycling access from the Whenuapai side of Brigham Creek Road to the new Brigham Creek Rarawaru Park and Ride Station."	NZTA acknowledges the importance of walking and cycling access for local communities. The Local Board's requests are outside the scope of the Project. Associated projects led by Auckland Transport/Auckland Council will be required to fill existing network gaps and connect the new station with surrounding communities, including across SH16 to Whenuapai. The design of the Project will consider integration with the wider active mode network; however, delivery of these improvements will be led by Auckland Council and will be subject to future funding, investment and statutory approval processes.
1.7	Upper Harbour Local Board Resolution, 30 April	Walking and cycling connections	ix. "request that the Northwestern Cycleway gets extended at least to the Brigham Creek Park and Ride Station."	The Local Board's request is outside the scope of the Project. The Application does not seek approval for, or include assessment of, extension of the Northwestern Cycleway to the Brigham Creek Rarawaru Park and Ride Station.

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	2026, section 11.2, page 2, a. ix.			
1.8	Upper Harbour Local Board Resolution, 30 April 2026, section 11.2, page 2, a. x.	Walking and cycling connections	x. "request that the design is future proofed to allow additional connections to Trig Road."	The design of the Project will consider impact on the surrounding local road network and integration with proposed future projects such Northside Drive, which connects to Trig Road (noting that these connections are outside the scope of the Project).
2.0 Henderson-Massey Local Board				
2.1	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, c.	Support	c. "support the long-term objective of delivering rapid transit for the northwest and acknowledges its strategic significance for Auckland's growth. The Board further recognises the potential for major improvements in access to employment, education, and essential services as a result of this project."	NZTA acknowledges the Local Board's support for the Project.
2.2	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, d. and dd. and ee	Environmental effects, construction impacts and lapse period	d. "has significant concerns regarding the scale of environmental effects, construction impacts on established residential communities, and the extended lapse periods sought. The Board therefore seeks the inclusion of stronger, enforceable conditions to ensure that the project is delivered in a way that protects local communities, natural environments, and Maori cultural values." dd. "support rapid transit for the northwest and recognises the significant opportunities the project offers. However, the Board seeks substantially stronger environmental, cultural, and community protections before, consents are granted under the Fast-track Approvals Act." ee. "encourage the Te Ara Hauauru North West Rapid Transit Expert Panel to ensure that the final approval conditions reflect the scale and sensitivity of the project's effects and set clear expectations for how the project will be delivered across its long implementation timeframe."	NZTA has ensured that the Project's potential effects have been carefully assessed, and that design and mitigation measures appropriately minimise and manage those effects. It considers the conditions it has proposed provide a robust and measured framework to manage environmental, cultural and community effects, balancing effects management with the value for money delivery of nationally significant infrastructure.
2.3	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, f-h.	Construction and operational effects	f. "note that the Te Ara Hauauru North West Rapid Transit project corridor includes long-standing residential areas with a high level of sensitivity to construction and operational impacts." g. "request that the Te Ara Hauauru North West Rapid Transit Expert Panel require: i. comprehensive noise and vibration management, including contemporary barrier design, applied proactively rather than reactively. ii. clear limitations on night works, with night-time activity authorised only where no reasonable daytime alternative exists. iii. enhanced urban design treatments for retaining walls, elevated structures, and station interfaces to reduce visual dominance. iv. tailored engagement with directly affected households, including early communication of construction timeframes, property impacts, and mitigation options. v. wider financial mitigation options to offset the loss of amenity of our parks and community spaces." h. "consider that these measures are essential to maintaining quality of life for communities that have already experienced decades of transport infrastructure expansion"	NZTA acknowledges that potential construction impacts on nearby residential areas need to be carefully managed. NZTA considers the proposed conditions provide a comprehensive framework to manage those impacts through a suite of specific obligations and management plans covering matters such as traffic, noise, vibration, communication and stakeholder engagement. Construction noise and vibration, including night works, will be managed by a Construction Noise and Vibration Management Plan (CNVMP) (NZTA's Proposed Designation Conditions 17-20). Where compliance with the standards is not practicable, a Schedule to the CNVMP must be prepared identifying the affected receivers, start and finish times, consultation undertaken with owners and occupiers of sites subject to the Schedule, and the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP.
2.4	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, i.	Natural environment	i."note that the Te Ara Hauauru North West Rapid Transit project traverses areas of high ecological value, including riparian margins, estuarine ecosystems, and significant ecological areas."	NZTA acknowledges the importance of Henderson Creek and Huruhuru Creek ecological values. NZTA considers the proposed conditions and management plans provide a robust framework for appropriate management of potential impacts on those values NZTA supports applying the established effects management hierarchy to avoid, minimise, remedy or mitigate effects where practicable, but does not support additional prescriptive requirements that duplicates that

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				management framework, increases cost and complexity, or unnecessarily constrain project delivery.
2.5	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, j.	Natural environment	j. "seek the following to ensure that environmental effects of the Te Ara Hauauru North West Rapid Transit project are properly managed: i. demonstrated avoidance of ecological impacts wherever feasible, with mitigation and offsetting used only as a last resort. ii. replanting requirements that deliver a net ecological benefit, including generous native planting ratios and long-term maintenance commitments. iii. explicit controls to ensure estuarine and riparian environments, particularly at Te Wai-o-Pareira/Henderson Creek and Huruhuru Creek, are protected from sedimentation and disturbance. iv. independent monitoring of erosion and sediment controls, with public reporting of results."	NZTA acknowledges the importance of managing ecological effects across the Project's footprint. A suite of conditions have been proposed which provide a comprehensive framework to manage effects on ecology, including replanting of native vegetation where appropriate. This includes Consent Conditions 16-19 which seek to mitigate effects on native fauna and Consent Condition 14 to mitigate native vegetation removal. There are also detailed conditions to control sediment discharge from earthworks (Consent Condition 5) and these will be independently monitored by Auckland Council.
2.6	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, k.	Natural environment	k. "consider that the Te Ara Hauauru North West Rapid Transit project should enhance, not diminish, the ecological integrity of the corridor."	NZTA will deliver a Rapid Transit Project in a way that appropriately and proportionately manages and mitigates all adverse effects, including ecological effects.
2.7	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, l.	Te Wai-o-Pareira/Henderson Creek and Huruhuru Creek	l. "note that Te Wai-o-Pareira/Henderson Creek and Huruhuru Creek hold substantial cultural, ecological, and recreational value to the North West."	NZTA recognises that Te Wai-o-Pareira/Henderson Creek and Huruhuru Creek hold important cultural, ecological and recreational values. Those values have been carefully considered through NZTA's approach to design and its proposed conditions. In particular, a Coastal Construction Management Plan (Consent Condition 20), Bridge crossings of Henderson and Huruhuru Creek (Consent Condition 21), and mitigation planting in SEAs (Condition 14) will ensure effects on the noted values are appropriately managed and mitigated.
2.8	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, m.	Waterways and cultural significance	m. "support iwi partners' involvement and recommends that the Te Ara Hauauru North West Rapid Transit Expert Panel require: i. cultural monitoring for all in-stream works and earthworks near sensitive waterways. ii. incorporation of matauranga Maori into stormwater design and water quality outcomes. iii. integration into current Auckland Council waterway monitoring infrastructure. iv. strengthened sediment control standards and operational limits to prevent turbidity and loss of habitat. v. opportunities for long-term water quality improvement as part of the stormwater discharge consents."	NZTA considers its proposed conditions provide a comprehensive framework to manage construction effects. Consent Conditions 4, 5, and 8-10 are particularly relevant to the points highlighted by the Local Board and will appropriately manage effects while avoiding unnecessary duplication, complexity and cost. NZTA will continue to work with its Iwi partners during detailed design of the Project to identify how cultural values will be reflected in the Project, including stormwater design. This is reflected in NZTA's proposed Designation Conditions 5, 6, and 7.
2.9	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, n.	Waterways	n. "consider that these waterways must be protected through both design choices and conditions of consent for the Te Ara Hauauru North West Rapid Transit project."	NZTA has proposed conditions that appropriately manage potential effects on waterways, including Consent Condition 12 for Scour Protection, Consent Condition 13 Fish Passage, and Condition 15 Works in Watercourses.
2.10	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, o.	North Western Shared path	o. "strongly emphasise the importance of the Northwestern Shared Path as a regionally significant walking and cycling corridor, and the numerous commuter paths that extend from the Shared Path, including Te Whau Pathway, Central Park Drive Pathway, Te Wai o Pareira Shared Path and the intersections with Massey East, and the future proposed Hobsonville Cycleway." p. "request: i. retention of continuous access wherever practicable during construction.	The Northwestern Cycleway will be retained and, to the extent that is safe and practicable will remain operational during the construction of the Northwest Busway. NZTA agrees that walking and cycling connections to the Busway stations is important. Opportunities to support integration with existing and planned active mode networks will continue to be considered as the project design develops, in coordination with Auckland Transport and within the project's scope and objectives. NZTA's Proposed Designation Condition 16 requires the preparation of a Construction Traffic Management Plan (CTMP) prior to construction works commencing. The CTMP will include

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			ii. high-quality, safe temporary diversions when required. iii. integration of path upgrades into station planning, including lighting, seating, and safe crossings. iv. a design approach that strengthens connections to surrounding neighbourhoods." q. "consider that maintaining safe and reliable active-transport options is fundamental to supporting mode shift."	measures to maintain the function of the existing Shared User Path to a reasonable level of service, to the extent that is reasonably practicable, and where this is not practicable, provide safe detour routes that provide a reasonable level of service.
2.11	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, r. and t.	Construction traffic and local road network capacity	r. "consider that construction of the Te Ara Hauauru North West Rapid Transit project will place considerable pressure on an already constrained road network." t. "consider that traffic impacts of the Te Ara Hauauru North West Rapid Transit project must be carefully managed to ensure that west Auckland communities are not unduly burdened during a multi-year construction period."	Construction traffic effects associated with the Project will be temporary in nature, however, the Northwest Busway will deliver significant enduring transport benefits for northwest Auckland, providing better transport choice, and reducing pressure of the existing motorway network. The benefits to the regional transport network far outweighs temporary construction effects. NZTA's Proposed Designation Condition 16(b)(iii) requires the Construction Traffic Management Plan to address "<i>The estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic congestion near schools or to manage traffic congestion</i>".
2.12	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, s.	Construction traffic and local road network capacity	s. "request that conditions require: i. a construction traffic management plan that prioritises the safety of vulnerable users, including children travelling to and from Royal Road School ii. in Massey, and the numerous schools near the Te Atatu interchange including Rutherford Primary, Rutherford College, Freyberg Primary, Edmonton School, and others. iii. avoidance of heavy vehicle use on residential streets unless essential. iv. clear, early communication to residents about closures, detours, and staging."	NZTA acknowledges the importance of maintaining residential amenity and safe access around schools during construction. NZTA's Proposed Designation Condition 16 requires the preparation of a Construction Traffic Management Plan (CTMP) prior to construction works commencing. The CTMP will manage construction-traffic effects on the local network. In developing the CTMP, NZTA will engage with affected stakeholders, including schools where appropriate, to understand operational requirements and inform management measures. NZTA also recognises the importance of providing affected parties with timely information regarding construction activities, closures, detours and staging as works progress, and will continue to do so through its established communication and engagement processes.
2.13	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, u.-w.	Iwi engagement	u. "acknowledge and strongly support the role of Te Kawerau a Maki, Ngati Whatua Orakei, Ngati Whatua o Kaipara, and Te Akitai Waiohina as project partners." v. "support: i. ongoing iwi involvement throughout detailed design and construction. v. use of gifted names and incorporation of cultural narratives in station design in line with the Board's current Te Kete Rukuruku Strategy. vi. design outcomes that reflect local identity and reinforce cultural presence across the corridor." w. "consider that genuine partnership is critical to achieving enduring cultural, environmental, and community outcomes."	NZTA has a strong, ongoing partnership with local iwi and recognises the value of incorporating mātauranga Māori into the Project where appropriate. NZTA is committed to continued engagement with its Iwi Partners throughout design and delivery, including consideration of cultural values, cultural expression opportunities and environmental outcomes. NZTA's Proposed Designation Conditions 5, 6, and 7 provide for that engagement with iwi during detailed design to identify how cultural values and aspirations will be reflected in the Project.
2.14	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, x-z.	Lapse	x. "consider that the proposed 25-year lapse period introduces long-term uncertainty for hundreds of affected properties." y. "does not support lapse periods of such a long length and requests that the Te Ara Hauauru North West Rapid Transit Expert Panel consider: i. shorter lapse periods aligned with staged delivery. ii. mechanisms to uplift designations or consents once works are complete or no longer required. iii. clear communication to landowners regarding acquisition processes and timeframes." z. "consider that communities should not face decades of uncertainty for a project that is not well defined."	NZTA considers the proposed lapse period appropriate given the scale, complexity and staged delivery of the Northwest Busway project. A longer lapse period provides planning certainty and avoids the cost and inefficiency of repeated approval processes. This matter is addressed in NZTA's response to other commenters (see NZRPG at 36.10), including in the Statement of Evidence of Helen Hicks and in NZTA's memorandum of counsel in response to RFI#2 dated 21 May 2026. For the reasons set out, NZTA considers that the proposed lapse periods are appropriate having regard to the scale, complexity, staging, and delivery timeframe of the Project.

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2.15	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, aa.	Station design	aa. "support the proposed bus station locations and emphasises the need for stations to function as safe, accessible, and welcoming community assets."	NZTA acknowledges the importance of stations being safe, accessible and welcoming community assets. These matters will continue to be considered and refined throughout future design phases.
2.16	Henderson-Massey Local Board Resolution, 19 May 2026, section 12.7, bb.	Station design	bb. "requests: i. High-quality design that includes lighting, landscaping, seating, secure cycle parking, rubbish bins, CCTV cameras and safe crossings. ii. Strong integration of local bus services and micro-mobility options. iii. Consideration of land-use opportunities within each station area to support local activation and community benefit." cc. "consider that stations should support vibrant local environments, not solely transport functions."	The design of the stations will be progressed during the detailed-design phase, which will occur in consultation with Auckland Transport as future service operator. The matters identified by the Local Board will be considered as part of that process. Station locations have been selected for integration with the local bus network. NZTA has and will continue to work closely with Auckland Transport to ensure local bus services and active modes are well integrated. To the extent that land use opportunities around stations may support local activation and community benefit, those are outside the Project scope and are appropriately addressed by Auckland Council through other mechanisms. NZTA will be working closely with the Auckland Council's Urban Design Office, in order to align so far as possible with its land use and urban integration goals.
3.0 Whau Local Board				
3.1	Whau Local Board Resolution, 29 April 2026, section 11.5, a.	Support	a. "acknowledge the importance of rapid transit for the Northwest and the significant benefit it will bring to the West Auckland area."	NZTA appreciates the Local Board's acknowledgement of the Project's importance and the benefits it will bring to west Auckland.
3.2	Whau Local Board Resolution, 29 April 2026, section 11.5, b-d.	Provision for station at Rosebank Peninsula	b. "note concerns that the benefit to the Whau local board area is limited because of the lack of a station serving the Rosebank Peninsula, resulting in workers in this significant industrial area having to take an additional bus to access the rapid transit system." c. "further note that the local board has consistently advocated for future proofing of the Northwest Rapid Transit project to enable a station to be built on the Rosebank Peninsula at a later date." d. "urge, therefore, that during the Fast Track process an additional station be included at the end of the Rosebank Peninsula to provide access to the over 500 businesses and 9,000 plus workers within that industrial area."	The Local Board's request is outside the scope of both the Project and the Application. The Application does not include a station at Rosebank, and therefore does not seek approval for, or include assessment of, a separate designation over additional land to provide for such a station. NZTA acknowledges the Local Board's advocacy. During the project investment case phase, a station at Rosebank was considered and evaluated. Assessment against the project's objectives and critical success factors identified that stronger value-for-money outcomes would be secured by prioritising stations serving larger catchments and generating higher patronage and network benefits. Rosebank was also subject to a number of physical, environmental and access constraints. A station at Rosebank is therefore not proposed as part of the Project; however, the design does not preclude further investigation of such a station should a dedicated busway across the causeway be advanced in the longer-term future.
3.3	Whau Local Board Resolution, 29 April 2026, section 11.5, e.	Construction traffic	e. "request that NZTA work with the Rosebank Business Association to mitigate the impact of construction on traffic using Patiki and Rosebank Roads to access State Highway 16 / the Northwest Motorway."	NZTA does not anticipate significant construction impacts on traffic in the vicinity of Pataki and Rosebank Roads, since these are not near areas of construction works for the project. Notwithstanding this, NZTA's Proposed Designation Condition 16 requires the preparation of a Construction Traffic Management Plan (CTMP) prior to construction works commencing. The CTMP will manage construction-traffic effects on the local network, including at Rosebank if required. In developing the CTMP, NZTA will engage with affected stakeholders, including businesses and relevant business associations where appropriate, to ensure appropriate management measures are employed.
3.4	Whau Local Board Resolution, 29 April 2026, section 11.5, f.	Whau River Rangimatariki/ Motu Manawa Marine Reserve	f. "request that robust mitigation measures are used to prevent any ecological impact on the Whau River, Rangimatariki / Rosebank Domain or Motu Manawa Marine Reserve."	Whau River The Project does not cross the Whau River as buses will utilise the existing motorway corridor east of Te Atatu. The Assessment of Stormwater and Flooding Effects (5.1.1) concludes that there will be positive stormwater discharge effects on the Whau River. Rangimatariki / Rosebank Domain or Motu Manawa Marine Reserve The Project does not cross the Rangimatariki / Rosebank Domain or Motu Manawa Marine Reserve. Buses will run in the existing motorway corridor as they do at present. As these areas

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				are outside the proposed designation, it has not been necessary to assess potential ecological effects on them.
3.5	Whau Local Board Resolution, 29 April 2026, section 11.5, g.	Northwestern shared path	g. "urge that the Northwestern Shared Path is able to remain fully functional during the construction period and that if diversions are essential, they are temporary and of high quality."	NZTA recognises the importance of the Northwestern Shared path and intends to retain access to it during construction as far as practicable. NZTA's Proposed Designation Condition 16 requires the preparation of a Construction Traffic Management Plan (CTMP) prior to construction works commencing. The CTMP will include measures to maintain the function of the existing Shared User Path to a reasonable level of service, to the extent that is reasonably practicable, and where it is not to provide safe detour routes that provide a reasonable level of service.
3.6	Whau Local Board Resolution, 29 April 2026, section 11.5, h.	Iwi engagement	h. "request that full engagement occurs with local iwi and that design along the rapid transit corridor reflects local identity and reinforces iwi cultural presence."	NZTA has a strong, ongoing partnership with local iwi and recognises the value of incorporating mātauranga Māori into the Project where appropriate. NZTA is committed to continued engagement with its Iwi Partners throughout design and delivery, including consideration of cultural values, cultural expression opportunities, and environmental outcomes. NZTA's Proposed Designation Conditions 5, 6, and 7 provide for that engagement with iwi during detailed design to identify how cultural values and aspirations will be reflected in the Project.
3.7	Whau Local Board Resolution, 29 April 2026, section 11.5, i.	Funding	i. "request that NZTA funding that is transferred to the Auckland Council family from either land acquisition or lease payments is allocated to the local board that the land is situated in."	NZTA acknowledges the Local Board's interest in local outcomes in the Whau area. However, the allocation, management, and application of any funds received by Auckland Council or other members of the Auckland Council group are matters for those entities in accordance with their own statutory, governance, and financial decision-making processes. Those are not matters within NZTA's control. Accordingly, any preferences the Local Board may have regarding the allocation or use of such funding are internal matters for Auckland Council and do not involve NZTA.
3.8	Whau Local Board Resolution, 29 April 2026, section 11.5, j.	Lapse period	j. "do not support the length of the proposed lapse periods."	NZTA considers the proposed lapse period appropriate given the scale, complexity and staged delivery of the Northwest Busway project. A longer lapse period provides planning certainty and avoids the cost and inefficiency of repeated approval processes. This matter is addressed in NZTA's response to other commenters (see NZRPG at 36.10), including in the Statement of Evidence of Helen Hicks and in NZTA's memorandum of counsel in response to RFI#2 dated 21 May 2026. For the reasons set out, NZTA considers that the proposed lapse periods are appropriate having regard to the scale, complexity, staging, and delivery timeframe of the Project.
4.0 Albert Eden Local Board				
4.1	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, at section 5.3, a.-c. and h.	Local Board	a. "whakarite / provide the following local board views on the following 3 Notices of Requirement (NOR) for Te Ara Hauauru North West Rapid Transit project: i. NOR 9: Busway between Waterview Interchange and west of Ivanhoe Road. ii. NOR 10: Busway between Ivanhoe Road and Ian McKinnin Drive iii. NOR 11: Point Chevalier Station." b. "tuhi a-taipitopito / note that the local board is part of Auckland Council and is responsible for decision-making on local matters, activities and services and for providing input into regional strategies, policies and plans; the local board has a role in representing the view of their communities on issues of local importance as well as make decisions on local matters such as: i. supporting local arts, culture, events and sport and recreation ii. supporting local organisations to deliver community services iii. maintaining and upgrading town centres and facilities including parks, libraries and halls iv. caring for the environment and preserving heritage."	NZTA acknowledges the role of the Local Board as part of Auckland Council's shared governance structure, including the responsibilities noted in the comment provided. While the Local Board's comments are recognised as reflecting its local governance role and community advocacy function, NZTA respectfully notes that the weight to be given to those comments must be assessed by reference to their relevance to the Project (including whether they are in scope), whether they relate to the effects of the Project, and the statutory tests applicable to this Application.

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			c. "tuhi a-taipitopito / note that the local board adopts an annual agreement that sets local budgets, levels of service, performance measures and targets for each financial year and projects, budgets and timelines are outlined in annual work programmes; the local board's FY27 budget is \$32.8M." h. "tuhi a-taipitopito / note that the local board is a significant landowner ...that land provides community services and infrastructure to meet the needs of the current and future community ... some of our objectives in the Local Board Plan 2023 outline our priority areas, were designed with strong engagement with the community and have influenced our feedback ... those objectives are: i. "There are a range of options for moving around that are safe, reliable and easy to use" ii. "Town centres are hubs of business and social life" iii. "Our parks and open space meet the needs of our changing and growing population" iv. "People live low carbon lifestyles and know how to take climate action" v. "The history, identity and character of our neighbourhoods are celebrated ... and that we protect and celebrate our historic heritage by being good stewards of the assets we own and supporting others to care for theirs."	
4.2	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, at section 5.3, d.	Support	d. "tuhi a-taipitopito / note that overall, the local board supports the intent of the proposed designations to construct a North West Rapid Transit system which will deliver the following outcomes: i. Drive economic growth and productivity - efficiently connecting more people with more jobs and education opportunities; ii. Support growth and urban development - stations will anchor new housing areas, support infill housing and enable high density housing and jobs around stations; iii. Create better transport choices - faster and more reliable journey times; iv. will contribute to reducing Auckland's overall greenhouse gas emissions by enhancing connections to public transport."	NZTA appreciates the Local Board's acknowledgement of the Project's goals and outcomes.
4.3	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, at section 5.3, e and Built Heritage (3) page 4	Built heritage	e. "does not support the following sites being included in the proposed designation boundary for NOR9 because of the loss of heritage, open space and critical social infrastructure: i. 1212-1216 Great North Road, Point Chevalier ii. 1218-1220 Great North Road, Point Chevalier iii. 1224-1228 Great North Road, Point Chevalier iv. 956-990 Great North Road, Point Chevalier, of note is that it appears in the proposed designation boundary maps but it not included in the North West Rapid Transit Schedule of land within the designation."	The expert Assessment of Built Heritage Effects prepared by Ms O'Neil (ABHE) (section 3.1) on behalf of NZTA identifies that the only scheduled heritage building within the Proposed Designation at Point Chevalier Town Centre is the Ambassador Theatre. Neither the Fisheries Building nor the Commercial buildings referred to in the comment are Scheduled, and may be demolished as a permitted activity. Ms O'Neil identifies that the Bluestone Gateway and former Chamberlain Park Clubhouse is within the Proposed Designation. Ms O'Neil concludes that (Executive summary, page iv) <i>"...if the loss of heritage buildings within the Proposed Designation cannot be avoided, the overall effects arising from the Project on built heritage will, in my view, remain significant. ...if the retention of these buildings, supported by appropriate management methods, can be achieved, the significant built heritage effects arising from the Project will be reduced to an acceptable degree"</i> NZTA's Proposed Designation Condition 21 establishes a hierarchy of measures in relation to the buildings requiring that first, to the extent practicable, NZTA shall retain the original building footprints. Next, if retention of the original building footprints is not practicable, NZTA must ensure building surveys are undertaken by a suitably qualified person to determine whether it is reasonably practicable to retain part of the buildings, including through adaptive re-use, in the project design, as well as the AUP scheduled internal features of the Ambassador Theatre. Lastly, if retention of the buildings is not practicable, NZTA must undertake archival documentation and recording of the Ambassador Theatre and install interpretive material at Point Chevalier Station documenting the heritage values of the Point Chevalier town centre. The condition also requires the Outline Plan to describe how that hierarchy of measures has been applied. NZTA considers that this condition provides an appropriate and robust framework to

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				retain heritage buildings where practicable, and otherwise appropriately manage and mitigate built heritage effects associated with the Project. NZTA notes that whilst the property at 956-990 Great North Road, Point Chevalier was omitted from the Part 6 - Property schedule land within the designation document, it is correctly shown on the Part 6 - Designation Plans.
4.4	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, at section 5.3, f. Transport (Construction and Operational) i, page 7	Station at Rosebank	f. "tono / request the applicant undertakes further work to create a new designation for an area at the northern aspect of the Rosebank Peninsula to create a station noting that: i. this area is located between maps 14 (Notices of Requirement/NOR) (NOR 8) and 15 (NOR 9) in the 'Designation Plan - Land to be Designated North West Rapid Transit'. ii. this new area and station is required to give better effect to the designation for rapid transit and would serve the Heavy Industry and Light Industry zoned land on the peninsula iii. the Rosebank Business Association represents more than 600 businesses and 9,000+ full-time equivalents (FTEs) on the 154 hectare Rosebank Peninsula. iv. this additional station will reduce Auckland's overall greenhouse gas emissions by enhancing connections to public transport for a very large workforce and its adjoining Residential zoned land. "Seek an additional station is included at the end of the Rosebank peninsula to provide access to the significant heavy and light industrial area adjoining SH16 that generates significant employment and economic activity for Auckland and New Zealand".	The Local Board's request is outside the scope of the Project. The Application does not seek approval for, or include assessment of, a separate designation over additional land in the Rosebank Peninsula area. NZTA acknowledges the Local Board's advocacy. During the project investment case phase, a station at Rosebank was considered and evaluated. Assessment against the project's objectives and critical success factors identified that stronger value-for-money outcomes would be secured by prioritising stations serving larger catchments and generating higher patronage and network benefits. Rosebank was also subject to a number of physical, environmental and access constraints. A station at Rosebank is therefore not proposed as part of the Project, however the design does not preclude further investigation of such a station should a dedicated busway across the causeway be advanced in the longer-term future.
4.5	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, at section 5.3, g.	FTAA	g. "tuhi a-taipitopito / note that the use of the Fast Track Approvals Act means most of the community are not able to participate in this, usually public, Notice of Requirement process."	The Government established the FTAA with a specific purpose, process, and legal tests. The extent of participation in that process is determined by the Act, and has been passed by Parliament. Accordingly, the level of public participation is a function of the statutory process prescribed by Parliament, and not a matter that can be altered through this process or by NZTA. NZTA notes that approximately 4,000 parties were invited to comment on the Project, such that the scope of invitations issued by the Environmental Protection Authority was significant.
4.6	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, at section 5.3, i.	Lapse	i."Whaikupu/ suggest that the proposed lapse periods for the designations are too long and create extended uncertainty for landowners, local boards and the community and the lapse period should be set at 20 years from the date of the decision. "	NZTA considers the proposed lapse period appropriate given the scale, complexity and staged delivery of the Northwest Busway project. A longer lapse period provides planning certainty for affected and adjacent parties and avoids the cost and inefficiency of repeated approval processes. This matter is addressed in NZTA's response to other commenters (see NZRPG at 36.10), including in the Statement of Evidence of Helen Hicks and in NZTA's memorandum of counsel in response to RFI#2 dated 21 May 2026. For the reasons set out there, NZTA considers that the proposed lapse periods are appropriate having regard to the scale, complexity, staging, and delivery timeframe of the Project.
Albert Eden Local Board Topic: Urban Design and Integration				
4.7	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Urban Design and Integration, i-v, page 3	Urban design and integration	i. "The Point Chevalier station is not integrated adequately with the adjoining town centre and that while the station is appropriately located, it should be designed to accommodate over- station development to ensure appropriate economic activity and utilisation of the town centre." ii. "NZTA should mitigate and enhance the project scope within and in connection to urban regeneration, urban redevelopment and urban renewal projects given the scale of their proposal and placement within the town centre." iii. "NZTA should work with, and provide a funding contribution to, Auckland Council and the local board to undertake town centre planning which needs to be advanced given the change in functions this proposal progresses in the town centre." iv. "NZTA should also provide a funding contribution to Auckland Council to deliver changes in the town centre and surrounds noting that footpaths will need to be widened to accommodate a rapid and significant increase in foot traffic."	NZTA acknowledges the Local Board's interest in achieving broader urban regeneration, redevelopment, and renewal outcomes within the Point Chevalier Town Centre. As such NZTA has committed to ongoing collaboration with Auckland Council to achieve integrated transport and land use outcomes. The Application is an NZTA Rapid Transit Project. Requests for NZTA to fund or deliver any of the planning, urban renewal, or local network upgrades listed by the Local Board are outside both the Project's scope and NZTA's responsibilities. To the extent that such matters relate to broader town centre planning and urban development objectives, they are more appropriately addressed by Auckland Council. NZTA are working closely with the Auckland Council's Urban Development Office, and will communicate with Auckland Council about Project delivery stages, to ensure that Council can prepare for any associated programmes of work that it is responsible for delivering.

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			v. "NZTA should enhance transport mitigation with amenity and beautification work to support the location and centre impacted."	
4.8	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Urban Design and Integration, vi-vii, page 3	Urban design and integration	vii. "Note that the significant level change between the station platforms and the town centre should incorporate a high level of CPTED design to mitigate the safety issues."	NZTA acknowledges the Local Board's point. The proposed conditions reflect a commitment to ensure the Project is designed to take into account the National Guidelines for Crime Prevention through Environmental Design in New Zealand (November 2005), or any subsequent version. The design of the station and its interface with the town centre will be considered in future during the detailed design of the project in this location.
4.9	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Urban Design and Integration, viii-ix, page 3	Urban design and integration	vi."...Platforms should have all-weather shelters along their entire length to protect patrons from the weather with adequate seating and pedestrian scale lighting which should met best [sic] practice guidance." viii. "Rest room facilities within the station should be discussed with Auckland Council to ensure they are safe and fit for purpose 24/7." ix. "A further facility should be discussed with Auckland Council to accommodate safety wardens adjacent to the platforms."	The design of the stations will be progressed during the detailed-design phase, which will occur in consultation with Auckland Transport as future service operator. The matters identified by the Local Board will be considered as part of that process.
4.10	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Urban Design and Integration, x, page 3	Urban design and integration	x. "We request that mana whenua are provided the opportunity to gift a name to the new station at Point Chevalier as has been progressed at five other stations."	NZTA acknowledges the Board's request. NZTA notes that this is a matter to be considered through separate processes that sit outside the FTAA and the Application for this Project.
4.11	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Urban Design and Integration, xi, page 4	Urban design and integration	xi. "We request that mana whenua are involved in the incorporation of public art onto all piers, publicly visible retaining walls and noise walls."	NZTA has a strong, ongoing partnership with local iwi and recognises the value of incorporating mātauranga Māori into the Project where appropriate. NZTA is committed to continued engagement with its Iwi Partners throughout design and delivery, including consideration of cultural values, cultural expression opportunities, and environmental outcomes. NZTA's Proposed Designation Conditions 5, 6, and 7 provide for that engagement with Iwi Partners during detailed design to identify how cultural values and aspirations will be reflected in the Project.
4.12	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Urban Design and Integration, xii, page 4	Urban design and integration	xii. "We request that the landscaping and urban design response of the new structures provides visual screening to mitigate their visual effects."	The Project will implement landscaping as normally carried out as part of major transport infrastructure works (Landscape and Visual Assessment , section 5). NZTA's expert has not identified visual effects that require additional landscape mitigation.
Albert Eden Local Board Topic: Built Heritage				
4.13	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Built Heritage, 1, page 4	Built Heritage	1. "Support the retention and ongoing protection of: i. midden (R11/2214) and drystone wall (R11/2213) near Eric Armishaw Reserve. ii. the Point Chevalier landmark being Auckland Savings Bank buildings in the town centre. iv. the Commercial building, 1224-1228 Great North Road. v. the Bluestone Gateway and Chamberlain Park Former Clubhouse at 990 Great North Road."	NZTA notes the Local Board's support for these features and makes the following comments in relation to them: i. Midden (R11/2214) The application for archaeological approvals (Appendix A, page 31) identifies that Midden R11/2214 has been destroyed. Section 4.2.9 of the report mistakenly referred to R11/2214 and instead should have referred to R11/2832 as per the main conclusions. R11/2214 is not affected by this project. i. Drystone wall (R11/2213)

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				The application for archaeological approvals (section 2.2) sets out that NZTA has avoided the drystone wall (R11/2213) through amendments to the Proposed Designation prior to lodgement. On that basis, no direct Project effects are anticipated on that feature. ii. Former ASB building The former Auckland Savings Bank building in the Point Chevalier Town Centre (<i>former ASB Building</i>) is not included within the Proposed Designation. To the extent that construction works may have the potential to affect that building, NZTA's Proposed Designation Condition 23 requires the preparation of a Built Heritage Construction Management Plan (<i>BHCMP</i>) prior to the commencement of construction. The objective of the BHCMP is to identify methods to manage construction effects on the former ASB Building. On that basis, NZTA considers that potential effects on the former ASB building are appropriately managed through the Proposed Conditions. iv. Commercial building, 1224-1228 Great North Road. This comment is addressed in the response at 4.3 above. v. Bluestone Gateway and former Chamberlain Park Clubhouse The Assessment of Built Heritage Effects identifies (section 3.2.2.1) that part of the site at 956-990 Great North Road is within the Proposed Designation. The Bluestone Gateway located on the site is located outside the Proposed Designation. Ms O'Neil notes (section 3.2.2.1.1) that the former Clubhouse is within the Proposed Designation, is not scheduled, but in her view contributes to the historical and context heritage values of the scheduled Gateway. NZTA's Proposed Designation Condition 22 provides that to the extent practicable, NZTA must retain the former Chamberlain Park Clubhouse. In the event that retention of the building is not practicable, NZTA must undertake archival documentation and recording of the building and install interpretive material at the Western Springs Station that documents the heritage values of the original Chamberlain Park Golf Course clubhouse and surrounds. Accordingly, NZTA considers that archaeological and built heritage effects in relation to these features and buildings are appropriately avoided or managed through the Project design and the Proposed Designation Conditions.
4.14	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Built Heritage, 2, page 4	Built Heritage	2. "Note that the middens R11/2832 and R11/3567 near 990 Great North Road may be removed but we oppose this and consider the detailed design should protect these sites."	The Application includes an application for archaeological approvals in respect of the two middens R11/2832 and R11/3567 near 990 Great North Road. Mr Cruickshank in his Assessment of Archaeological effects 5.1.5 states "Two midden (R11/2832 and R11/3567) are likely to be affected by works. These two sites have previously been modified through works associated with SH16, which has affected their condition and potential information value. Although these values have been affected, any in situ features associated with them could, through archaeological investigation, provide information about the timing of occupation and subsistence patterns associated with the use of Meola Creek." Due to the location of the proposed alignment NZTA does not consider that it is possible to avoid this. Before works begin in this area, the Project Archaeologist will meet with the site engineers to determine the level of archaeological monitoring required.
4.15	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Built Heritage, 2, page 4	Built Heritage	3. "Request that the Fisheries Building, 1212-1216 Great North Road, is retained given it is a block of three residential shops built in c.1929, was designed by prominent Auckland architect, A. Sinclair O'Connor, as part of the neighbouring Ambassador Theatre complex, and shares a party wall with that building. Although not scheduled in the Auckland Unitary Plan, a Local Board survey from 2014 determined it has considerable significance to the locality for its historical, physical attributes and context heritage values and it strongly contributes to the important interwar townscape of Point Chevalier town centre. With this approach the location of the entrance to the station could be reconsidered and it will leave a block of several heritage buildings intact bookended by the protected buildings. Of note in the Built Heritage report is the comment that there is potential to provide some flexibility in the Project design, particularly on the site of the Fisheries Building."	This comment is addressed in the response at 4.3 above.
Albert Eden Local Board Topic: Transport (Construction and Operation)				

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4.16	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Transport (Construction and Operational) iii-iv, page 7	Transport (Construction and Operation)	iii. "The retention of the parking spaces on Parr Road North should be prioritised to ensure parking close to the station for mobility card users, plus additional uses such as drop-off pick-up, vehicle parking to support the town centre, or access to the retail businesses located along Great North Road." iv. "NZTA should look to incorporate secure, visible and easily accessible parking for micro-mobility, bikes, and other active modes within the station precinct to support first to last mile trips. "	The design of parking, drop-off, pedestrian and cycling network will be addressed during the detailed design phase. The matters identified by the Local Board will be considered as part of that process.
4.17	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Transport (Construction and Operational) vi, page 8	Transport (Construction and Operation)	ii. "Request that the off-ramp road layout on Great North Road, Point Chevalier is amended to relocate the pedestrian footpath to the northern side of Great North Road given the sense of isolation that the current road presents." v. "Request realignment of the Northwestern Cycleway through the Carrington Road section (Sutherland Road to Great North Road, Waterview) so that it is fully separated by a new elevated section alongside SH16 so that it avoids the current on-road experience which is not effective or safe." vi. "Request that the proposed new additional bridge design, at the northernmost end of Carrington Road, accommodates a dedicated protected cycle lane, and a 2 metre wide footpath on the western side of the bridge."	NZTA acknowledges the Board's requests and notes that these are matters that, where they are within the Project's scope, will be considered during subsequent design processes.
4.18	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Transport (Construction and Operational) vii, page 8	Transport (Construction and Operation)	vii. "Support the retention of the pedestrian access across SH16 at Haslett Street but seek that the bridge is rebuilt to make it fit-for purpose."	The Haslett Street Bridge is proposed to remain as it is recognised as an important pedestrian connection.
4.19	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Transport (Construction and Operational) xii, page 8	Transport (Construction and Operation)	viii. "Support the construction and design having no impact on the Great North Road to Eric Armishaw Park Walkway which was built as part of SH20 Waterview Connection."	The Local Board's support for the proposed design is acknowledged. As noted in NZTA's Application - Part 4 – RMA 1991 Approvals (section 7.5.1) , the works proposed alongside this walkway on the SH16 offramp to Great North Road include lane modifications, and the walkway can be retained. Part 4 also notes that temporary diversions may be required during construction to ensure public safety. Any impacts and mitigation required will be reviewed as part of the Construction Traffic Management Plan (CTMP) prior to construction works commencing.
4.20	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Transport (Construction and Operational) ix, page 8	Transport (Construction and Operation)	ix. "Seek that any early works on the eastern section near Newton Rd as part of Stage 2B, include the early construction of a signalised pedestrian crossing facility to improve safety on the SH 16 west-bound onramp at Newton Road as the Western Express (WX) buses currently enter the motorway network at that point."	NZTA acknowledges the Local Board's concern for pedestrian safety. The signalised crossing facility sought is outside the scope of the Project. However, NZTA intends to investigate the feasibility of this request during future design development.
4.21	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Transport (Construction and Operational) x, page 8	Transport (Construction and Operation)	x. "That the Newton Rd-Ian McKinnon cycleway link and footpath on Ian McKinnon must remain safe and useable even though the new busway will cross it."	NZTA acknowledges the Local Board's comment. The design of the busway will take into account the interface with the cycleway link and footpath and develop a safe and usable solution. There may be some temporary effects to the path during construction; this will be addressed through the Construction Traffic Management Plan (CTMP).

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4.22	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Transport (Construction and Operational) xii, page 8	Transport (Construction and Operation)	xi. Note the ability to increase connections into the busway area that could be delivered through this project and be funded as mitigation for disruption to pedestrian and cycle routes during construction e.g. an NZTA funding contribution to the Motu Manawa Boardwalk (from Heron Park to Howlett Reserve, Waterview)	The Local Board's request is outside the scope of the Project.
4.23	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Transport (Construction and Operational) xii, page 8	Transport (Construction and Operation)	xii. "We request that station maps and wayfinding include the local cycle network."	Station maps and wayfinding will be considered during the detailed-design phase.
Albert Eden Local Board Topic: Noise and Vibration				
4.24	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Noise and Vibration (Construction and operational), i, page 5	Noise and vibration	i. "Seek robust peer review of the [construction and operational] noise assessments and mitigation measures."	The potential noise effects from construction and operation have been prepared by an independent expert with significant and acknowledged expertise. The expert's findings are contained in Part 6 Assessment of Construction Noise and Vibration Effects and Part 6 Operational Noise and Vibration Effects assessment reports. Those findings do not identify any unique outcomes that would require specific mitigations beyond that included in NZTA's Proposed Designation Conditions 17 – 20 or 28 – 37. To the extent that peer review' is appropriate, that has occurred through the comments made by Auckland Council and facilitated discussions with Council officers. As a result of those discussions, Council supports the above conditions.
4.25	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Noise and Vibration (Construction and operational), ii, page 5	Noise and vibration	ii. "We seek that a construction disruption payment may be required to the operators of the Waiōrea Community Recycling Centre if works near 990 Great North Road mean that occupation and use of the building during the day and evening is not possible on a temporary basis, and the payment is made direct to Auckland Council."	As construction planning progresses, NZTA will engage with Auckland Council and affected facility operators to understand operational requirements and identify measures to minimise disruption. The suggested construction disruption payment would be a form of compensation, which is governed by the Public Works Act and is therefore outside the lawful scope of this approvals process.
4.26	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Noise and Vibration (Construction and operational), iii, page 5	Noise and vibration	iii. "Seek that any night works includes relief for affected residents by offering relocation overnight as was undertaken during the SH20 Waterview Connection Project." vii. "Seek that any works involving retaining walls and barriers adjacent to residential properties that is likely to cause disruption will be avoided by offering temporary relocation of those residents."	Construction noise and vibration, including night works, will be managed by a Construction Noise and Vibration Management Plan (CNVMP) (NZTA's Proposed Designation Conditions 17-20). Where compliance with the standards is not practicable, a Schedule to the CNVMP must be prepared identifying the affected receivers, start and finish times, consultation undertaken with owners and occupiers of sites subject to the Schedule, and the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. NZTA considers the Proposed Conditions provide an appropriate mechanism to determine whether mitigation measures such as respite or temporary relocation are warranted in particular cases.
4.27	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Noise and Vibration (Construction and	Noise and vibration	iv. "Seek that a daytime location is provided to residents who need relief from construction noise including residents from John A Lee corner, as Kāinga Ora have previously done in Ōwairaka as part of their large redevelopment programmes." vi. "Seek further noise mitigation for residents at John A Lee Corner (22-24 Point Chevalier Road). This is Kainga Ora housing predominantly for older residents. They are older and many of the current 61 residents are home throughout the day and evening. This complex is marked orange (70.1-75.0 dB LAeq) and requires further mitigation."	The property at 22-24 Point Chevalier Road is identified as a Protected Premises and Facilities in Schedule F of NZTA's Proposed Designation Conditions. This comment is addressed in the response at 4.26 above.

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	operational), iv and vi, page 5			
4.28	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Noise and Vibration (Construction and operational), v, page 5	Noise and vibration	v. "Seek additional protection from construction noise for users of the Protected Premises and Facilities (PPFs) not identified [sic] in the report on the parcel at 5-27 Sutherland Rd and are adjoining Carrington Rd. They are not marked in the acoustic report but should be. Three main services spread across the whole site and the land is owned by Te Whatu Ora. These are very vulnerable people on these premises and this should be thoroughly assessed. The services included Manawanui Oranga Hinengaro (Maori mental health) and Whatua Kaimarie Marae, 11 Sutherland Road and is marked on this plan (by us)." 	The Assessment of Construction Noise and Vibration has not identified the property at 5-27 Sutherland Road as a Protected Premises and Facilities and the property is not included in Schedule F to the Proposed Designation Conditions. PPFs are measured as being 100m from the edge of the busway, and this property sits outside of that. NZTA do acknowledge the concern raised by the Local Board and will engage with the properties identified to understand more about their specific needs.
4.29	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Noise and Vibration (Construction and operational), viii, page 6	Noise and vibration	viii. "We request that acoustic treatment of the busway surface is undertaken to reduce noise emissions from vehicles during operation."	NZTA's Proposed Designation Condition 28 provides that an asphalt surface or similar low noise road surface will be implemented throughout the Project. NZTA considers that this condition appropriately addresses road surface treatment for operational noise management.
4.30	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Noise and Vibration (Construction and operational), ix-xiii, page 6	Noise and vibration	ix. "We request that the noise wall located at 956 Great North Rd, Western Springs, partially funded by the Albert-Eden Local Board during the SH20 Waterview Connection Project is relocated by NZTA to the new adjoining boundary" x. "We request that if either building at 956 Great North Road, known as the Western Springs Gardens Community Halls, are not removed as part of the project, that they are acoustically treated to ensure noise impacts are mitigated and the building still remains fit-for purpose for community-use." xi. "Seek installation of noise walls in Point Chevalier (along Montrose Street) and in Newton/Eden Terrace to mitigate noise impacts on residents. If noise walls are no [sic] viable, we seek that homes are provided insulation including double-glazing and air conditioning units for scenarios when they cannot open their windows due to noise. This should be undertaken at the beginning of the relevant construction stage." xii. "Seek that the busway bridge over St Lukes Road has polymer-type noise walls as part of the design to avoid noise travelling to nearby residents given the potential height on the bridge."	During detailed design, a suitably qualified practitioner will determine the best practicable mitigation measures noise effects on Protected Premises and Facilities (PPFs). This process will consider project-specific circumstances when identifying appropriate mitigation responses. Existing noise walls affected by construction of the Project will be relocated as appropriate. The Western Springs Garden Halls are currently within the designation boundary and are expected to be affected by future project works. When funding is confirmed for this stage of work, NZTA will engage with Council through the property acquisition and Public Works Act process.

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			xiii. "Seek that the busway bridge over the Haslett Street bridge has polymer-type noise walls as part of the design to avoid noise travelling to nearby residents given the potential height on the bridge."	
4.31	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Noise and Vibration (Construction and operational), xiv, page 7	Noise and vibration	xiv. "Seek pre-condition surveys and stringent construction mitigation measures to ensure there is no damage to heritage assets especially the following buildings: a. The Oakley Hospital Main Building b. Point Chevalier landmarks being the Ambassador Theatre and Auckland Savings Bank buildings in the town centre. c. the Bluestone Gateway and Chamberlain Park Former Clubhouse at 990 Great North Road."	Oakley Main Hospital Building Part 4 – Resource Management Act 1991 Approvals (section 5.1.1) notes that the Proposed Designation and Indicative Design for this bridge do not encroach on the Oakley Hospital Main Building site or the associated Extent of Place. It also confirms that any potential construction vibration generated will be well within acceptable limits and will not result in damage to this building, given the distance between the building and proposed works. The acoustic expert concludes that no specific mitigation is required to manage works adjacent to the Oakley Main Hospital Building. Accordingly, pre-condition surveys and construction mitigation measures in respect of the Oakley Hospital Main Building are not required. Ambassador Theatre and Auckland Savings Bank buildings This comment is addressed in the response at 4.3 and 4.13 above. Bluestone Gateway and Chamberlain Park Former Clubhouse This comment is addressed in the response at 4.3 above.
Albert Eden Local Board Topic: Arboriculture				
4.32	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Arboricultural, i, page 8	Arboriculture	i. "Note the limited impact on trees along 956-990 Great North Road and seek all possible trees are retained and minimal pruning is undertaken to the mature pohutukawa."	NZTA's Proposed Designation Condition 27 requires the preparation of a tree protection methodology in relation to trees identified in Schedule E (along Great North Road). The tree protection methodology will demonstrate how the design and location of the Project has avoided, remedied or mitigated effects on any tree listed in Schedule E.
4.33	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Arboricultural, ii, page 8	Arboriculture	ii. "Note the intended removal of tree numbers 32 and 33 (Metrosideros excelsa) which are both 4.5m high and request that if these trees cannot be retained in situ, that they are relocated to another park within the Albert-Eden Local Board area."	NZTA acknowledges the Board's request. At the time of removal, NZTA will need to seek Council approval through the Tree Owner Approval process as these are Council owned trees.
4.34	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Arboricultural, iii, page 8	Arboriculture	iii. "Support the arborist recommendation that the retaining wall adjacent to pohutukawa Trees 1-25 along Great North Road should be designed with the minimum footprint possible and avoiding overhead clearance requirements during construction."	The design of the retaining wall will be progressed during the detailed-design phase having regard to the recommendations in the Arboricultural Management of Pōhutukawa and Notable Trees .
Albert Eden Local Board Topic: Parks, open space, and community facilities				
4.35	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Open space, community facilities and land occupation/acquisition, i, page 9	Parks, open space, and community facilities	i. "We request that NZTA funding that is transferred to the Auckland Council family from acquisition of Council-owned land and buildings, or income from lease payments from the occupation of council-owned land and buildings, is directed to the local board that the land is situated in, and is to be used in that local board area for parks, reserves or facilities to recognise and offset the impact of the proposal on the surrounding community and Council assets."	The allocation, management, and application of any funds received by Auckland Council or other members of the Auckland Council group are matters for those entities in accordance with their own statutory, governance, and financial decision-making processes. Those are not matters within NZTA's control. Accordingly, any preferences the Local Board may have regarding the allocation or use of such funding are internal matters for Auckland Council and do not involve NZTA.

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4.36	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Open space, community facilities and land occupation/acquisition, ii, page 9	Parks, open space, and community facilities	ii. "We did not support the removal of Western Springs Community Gardens Halls to enable the project, noting it is the most highly utilised community hire facility in the Albert-Eden Local Board area. If this is taken for the project, then the impacts of the removal must be compensated by funding the acquisition of replacement land and the construction of full replacement facilities at a location determined by the Local Board."	NZTA notes the significance of this facility to the local community and that property acquisition including compensation will be addressed under the Public Works Act.
4.37	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Open space, community facilities and land occupation/acquisition, iii-v, page 9	Parks, open space, and community facilities	iii. "Do not support the land being lost at 956-990 Great North Road but note that the parkland should not be costed at the open space price but at 'best use' price given its service function for local facility users." iv. "Do not support the loss of 139 in-service carparks at 956 Great North Road and that if required, that the acquisition price of this land should not be costed at the open space price but at 'best use' price given its service function for nearby amenities." v. "Do not support the loss of 115 in-service carparks at the Council carpark at 1-9 Parr Road North and that if required, that the acquisition price of this land should not be costed at the open space price but at 'best use' price given its service function for the town centre and local facility users."	As noted above, property acquisition including compensation will be addressed under the Public Works Act.
4.38	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Open space, community facilities and land occupation/acquisition, vi, page 9	Parks, open space, and community facilities	vi. "Note that if the Council-owned Parr Road North Carpark land (1-9 Parr Rd North) is acquired, the Local Board may be open to much earlier acquisition by NZTA noting that the Local Board would utilise the funds for the construction of much needed local community facilities which would also provide relief for local communities during construction. If the land transfer is progressed, we would request NZTA to retain the space for public parking in the interim either through directly or lease back to Auckland Council."	NZTA is not able to commit to a specific timeframe for property acquisition. Acquisition will occur as funding becomes available and in accordance with the Project's delivery and construction programme. Once land is acquired, its interim use prior to construction will depend on a range of factors, including Project requirements, safety, site management, and any operational or contractual arrangements that may be appropriate at the time. While NZTA notes the Local Board's preference that public parking be retained in the interim, no commitment can be made at this stage to retain the site for public parking, whether directly or by lease back to Auckland Council. NZTA also notes that, as above, the Local Board's preferred use of any acquisition proceeds for community facilities is an internal matter for Auckland Council and the Local Board through their own governance and funding processes.
4.39	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Open space, community facilities and land occupation/acquisition, vii-ix, page 10	Parks, open space, and community facilities	vii. "Seek reinstatement of open space (in both quantity and quality) within and beyond the proposed designation boundaries and the ongoing development of this space through Open Space Restoration Plans." viii. "Request that any remaining open space at Western Springs Gardens Community Halls, 956-990 Great North Rd, has an Open Space Restoration Plan and works informed by engagement with the Albert-Eden Local Board." ix. "Request that if Suffolk Reserve is used as part of the project, that an Open Space Restoration Plan and works in the park is informed by engagement with the Albert-Eden Local Board."	NZTA acknowledges that Auckland Council and the Local Board have an interest in the future use and treatment of Council-owned open space. The Project does not have effects that require reinstatement of open space within the designation boundaries (which is outside the Project's scope), or to prepare Open Space Restoration Plans for areas beyond those boundaries. As noted above, property acquisition will be managed through the Public Works Act. In relation to any remaining open space at Western Springs Gardens Community Halls, any treatment of land affected by the Project will be addressed through the Project's detailed design process. Part 4 – Resource Management Act 1991 Approvals (page 42) indicates that during construction Suffolk Reserve may not be available for public use (ie during use as a temporary construction area). NZTA's occupation of that Reserve will be as a result of landowner approval from Auckland Council. That landowner approval will include a contractual requirement to reinstate the Reserve.

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Albert Eden Local Board Topic: Local community impact				
4.40	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Open space, Local community impact, i, page 10	Parks, open space, and community facilities	i. "We note that the assessments only cover benefits to communities, not adverse effects during construction or identify any ongoing effects during operation."	Construction and operational effects have been assessed in detail in NZTA's application, and effects have been assessed as negligible or low. For further detail of these assessments, please see the following points and links: "Built heritage effects arising from the operational phase of the Project will, in my view, be negligible." (Assessment of Built Heritage Effects, Executive summary, page iii); "no mitigation was deemed necessary for operational effects" (Assessment of Ecological Effects, Executive summary, page iv); "I consider operational effects are likely to be negligible." (Terrestrial Vegetation Ecology Assessment, section 4.1); "In my opinion, the overall Operational Effects of the Project are Very Low" (Freshwater Ecology Assessment, section 4.5.4); "We consider the Project will not result in any material adverse operational effects, and for that reason no mitigation measures are proposed" (Assessment of Transport Effects, Executive summary, page v); "In most locations, I consider the Project is likely to reduce flood depths and therefore have a positive impact. Some localised areas may experience slight increases in flood depth, but I consider the flooding effects to be negligible or minor in those locations." (Assessment of Stormwater and Flooding Effects, section 5.3.7); "The Project itself will not result in any change in traffic noise levels received at any of the PPFs. Any changes to noise levels will be due to the loss of shielding when buildings and existing noise barriers inside the Proposed Designation are removed to allow for the construction of the Project, and houses are now exposed to traffic noise from SH16. This change to noise levels is an indirect result of the Project." (Assessment of Operational Noise and Vibration Effects, section 5); "Overall, in my opinion, any adverse effects on landscape character across the Project Area during the operation of the Project (post-construction) are assessed to be low." (Landscape and Visual Assessment, section 4.2.2.1); "I consider the actual and potential adverse effects of the Project on groundwater users, surface water bodies, and adjacent buildings resulting from ground settlement will be less than minor to negligible. I do not consider any mitigation to be required to manage the groundwater-related effects of the Project." (Assessment of Groundwater and Settlement Effects, section 7).
4.41	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Open space, Local community impact, ii, page 10	Engagement	ii. "We seek that NZTA set up a Community Liaison Group so community groups including but not limited to schools, local business associations, Bike Auckland, tenants of community buildings, environmental groups, residents, community CPTED and safety groups and local board representatives can be updated by NZTA on a regularly basis (at least 3 monthly) from the early detailed design phase, throughout construction and until 6 months post project completion."	NZTA acknowledges the value of regular and structured engagement with community groups, stakeholders and local board representatives throughout the design, construction and completion phases Project. NZTA does not consider it appropriate to prescribe specific engagement mechanisms, such as Community Liaison Group, through consent conditions, as engagement methods and activities will continue to be planned and delivered in accordance with NZTA's engagement principles. NZTA expects to continue engagement through a range of mechanisms that are responsive and tailored to the needs of affected communities and stakeholders as the project progresses. In addition, NZTA maintains a dedicated communications and engagement team to provide updates, respond to stakeholder enquiries and support ongoing engagement with communities, stakeholders and local boards throughout the Project.
4.42	Albert-Eden Local Board Extraordinary Meeting Minutes, 30 April 2026, Open space, Local community impact, iii, page 10	Engagement	iii. "We seek that NZTA set up a Working Liaison Group so that local board representatives along with other parties, e.g. Heritage New Zealand Pouhere Taonga, Auckland Council, Auckland Council Public Transport CCO can be updated by NZTA on a regularly basis (at least 3 monthly) from the early detailed design phase, throughout construction and until 6 months post project completion."	NZTA acknowledges the value of ongoing and coordinated engagement with relevant agencies and stakeholders as the Project progresses through design, construction and completion phases. NZTA does not consider it appropriate to prescribe specific engagement mechanisms, such as a Working Liaison Group, through consent conditions, as engagement methods and activities should remain flexible and responsive to project needs. Consistent with NZTA's engagement approach, engagement activities will continue to be planned and delivered in a manner that is proportionate to the scale and complexity of the Project and tailored to the interests and needs of affected stakeholders. NZTA's Project processes already provide for ongoing engagement with relevant stakeholders as the Project progresses. This includes engagement through detailed design and Outline Plan

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				processes and ongoing communication by the Project team with relevant agencies and stakeholders. In addition, the Requiring Authority has a dedicated communications and engagement function to support stakeholder liaison throughout the Project. NZTA considers that these processes provide an appropriate framework for engagement with the Local Board, Auckland Council, Auckland Transport, Heritage New Zealand Pouhere Taonga, and other relevant parties.
5.0 Waitematā Local Board				
5.1	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.i.	Support	a.i “tautoko / support the transport benefits this project will deliver for Aucklanders”	NZTA appreciates the Local Board’s acknowledgement of the Project’s importance and the benefits it will bring to west Auckland.
5.2	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.A	Noise and vibration	A. “rapu / seek robust peer review of the noise assessments and mitigation measures”	The potential noise effects from construction and operation have been prepared by an independent expert with significant and acknowledged expertise. The expert’s findings are contained in Part 6 Assessment of Construction Noise and Vibration Effects and Part 6 Operational Noise and Vibration Effects assessment reports. Those findings do not identify any unique outcomes that would require specific mitigation beyond that included in NZTA’s Proposed Designation Conditions 17 – 20 or 28 – 37. To the extent that peer review is appropriate, that has occurred through the comments made by Auckland Council and facilitated discussions with Council officers. As a result of those discussions, Council supports the above conditions.
5.3	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.B	Earthworks and construction effects	B. “rapu/ seek minimisation of sediment discharge and disturbance from the works”	Sediment discharge is to be minimised through NZTA’s Proposed Erosion and Sediment Control Consent Condition 5 that requires design details for managing the treatment, disposal and or discharge of contaminants.
5.4	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.C	Engagement	C. “rapu / seek that New Zealand Transport Agency (NZTA) set up a Community Liaison Group as with the City Rail Link to regularly update groups and local board representatives from the early detailed design phase through to six months post project completion”	NZTA acknowledges the value of regular and structured engagement with community groups, stakeholders and local board representatives as the project progresses through design, construction and completion phases. NZTA does not consider it appropriate to prescribe specific engagement mechanisms, such as a Community Liaison Group, through consent conditions, as engagement methods and activities will continue to be planned and delivered in accordance with NZTA’s engagement principles. NZTA expects to continue engagement through a range of mechanisms that are responsive and tailored to the needs of affected communities and stakeholders as the project progresses. In addition, NZTA maintains a dedicated communications and engagement team to provide updates, respond to stakeholder enquiries and support ongoing engagement with communities, stakeholders and local boards throughout the Project.
5.5	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.D	Engagement	D. “rapu / seek that NZTA set up a Working Liaison Group so that local board representatives along with other parties, e.g. Heritage New Zealand Pouhere Taonga, Auckland Council, Auckland Council Public Transport Council Controlled Organisation, can be updated by NZTA on a regularly basis (at least three monthly) from the early detailed design phase, throughout construction and until 6 months post project completion”	NZTA acknowledges the value of ongoing and coordinated engagement with relevant agencies and stakeholders as the project progresses through design, construction and completion phases. NZTA does not consider it appropriate to prescribe specific engagement mechanisms, such as Working Liaison Group, through consent conditions as engagement methods and activities should remain flexible and responsive to project needs. Consistent with NZTA’s engagement approach, engagement activities will continue to be planned and delivered in a manner that is proportionate to the scale and complexity of the Project and tailored to the interests and needs of affected stakeholders. NZTA’s Project processes already provide for ongoing engagement with relevant stakeholders as the Project progresses. This includes engagement through detailed design and Outline Plan processes and ongoing communication by the Project team with relevant agencies and stakeholders. In addition, the Requiring Authority has a dedicated communications and engagement function to support stakeholder liaison throughout the Project. NZTA considers that these processes provide an appropriate framework for engagement with the Local Board, Auckland Council, Auckland Transport, Heritage New Zealand Pouhere Taonga, and other relevant parties.

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5.6	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.E	Support	E. “tautoko / support the value for money approach being taken and recommend avoiding widening the motorway corridor as much as possible for better urban outcomes”	NZTA acknowledges the Local Board’s support for NZTA’s approach to value for money and minimising the Project’s footprint so far as practicable.
5.7	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.F	Newton Road, Ian McKinnon Drive, Western Springs city centre alignment	F. “tutohu / recommend that the City Centre Connection for the Northwestern Busway be reviewed to prioritise a more direct and cost-effective alignment, with particular consideration given to the routes utilising Newton Road, Gundry Street, or Edinburgh Street as alternatives to an eastern connection via Ian McKinnon Drive (as appeared to be explored in the 2017 Indicative Business Case) and to adjustments to existing roads being preferred over new heavy infrastructure.”	NZTA acknowledges the importance of achieving a direct, efficient alignment and maintaining flexibility for future rapid transit opportunities. NZTA will continue with design refinement and stakeholder engagement as the project progresses. Ongoing work will consider network integration, future corridor requirements and opportunities to optimise outcomes while meeting the project’s objectives.
5.8	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.G	Connectivity to wider rapid transit network	G. “āki / encourage NZTA to consider the wider rapid transit network and future connections in this design. The City Centre to Māngere corridor remains a locally and nationally significant route for rapid transit, as identified in the Infrastructure Commission’s National Infrastructure Plan and Infrastructure Priorities Programme. Future rapid transit options for this corridor, bus-based or light rail, are likely to utilise Ian McKinnon Drive to access Dominion Road. We ask NZTA to ensure the Northwest Busway City Centre connection does not foreclose these future options, and to carefully consider potential conflicts with existing routes such as the 25 bus route”	The Project has been designed with the wider rapid transit network in mind and is aligned with the Auckland Rapid Transit Pathway (March 2025). NZTA has worked closely with Auckland Transport throughout the Project’s development to ensure both that alignment and consideration of future opportunities. The alignment of the busway connection on Ian McKinnon Drive had been designed to not preclude a surface rapid transit corridor accessing Dominion Road.
5.9	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.H	Upgrade of Great North Road	H. “tūtohu / recommend that the opportunity presented by the Western Springs bus station be used to consider improvements to the Great North Road corridor between the Grey Lynn Shops and Point Chevalier”	NZTA agrees that connectivity between Western Springs Station and local bus services is desirable. The Local Board’s request for improvements on the Great North Road corridor is outside the scope of the Project; NZTA recommends that the Local Board raise this matter with Auckland Council and Auckland Transport who are responsible for local roads and bus services.
5.10	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.I	Multimodal connectivity	I. “Totohu/ recommend that multi-modal transport options are taken into consideration as they intersect with and provide alternatives to the busway itself, including but not limited to the North West cycleway”	NZTA acknowledges the importance of walking and cycling connections to the Northwest Busway. Opportunities to support integration with existing and planned active mode networks will continue to be considered as the project design develops, in coordination with relevant stakeholders and within the project's scope and objectives.
5.11	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.J	Arch Hill and Western Springs urban amenity and design	J. “whaiere / raise concerns regarding the proposed design of the elevated busway in the Arch Hill area, and request that alternative alignments at the existing motorway level be given full consideration, including exploration of alternative city entry points. We request that NZTA provide detailed renders and visualisations of the proposed elevated structure for community review”	NZTA acknowledges the Local Board’s view on urban amenity and visual effects. The design will be further refined through future project phases, with landscape and other design work undertaken to appropriately address adverse effects and achieve good outcomes. NZTA will engage directly with the Local Board, and with the community, to share renders and other project information as the design is developed.
5.12	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.K	Loss of Arch Hill open space	K. “tūtohu / recommend that the loss of the green buffer and park space between the roads and housing on Arch Hill be recognised as a significant loss of amenity with regards to noise, air pollution, aspect and access to outdoor recreation, and that the impact of this loss is mitigated”	NZTA has addressed and proposes mitigation for adverse effects on Arch Hill Scenic Reserve. It has included a specific condition to mitigate the loss of native vegetation removal. Noise mitigation is addressed through Proposed Conditions, noting that the Busway itself does not add additional noise to the existing environment.
5.13	Waitematā Local Board Resolution 1 9 May 2026, section 12.9, a.ii.L	Public facilities at stations	L. “tūtohu / recommend that a public toilet be considered in the North West busway station. While public toilets may not always be necessary, since the location is very close to Western Springs Arena where many beverages are sold, they will likely be utilised here”	The design of the stations will be progressed during the detailed design phase, which will occur in consultation with Auckland Transport as future service operator. Matters such as the layout, operational requirements, safety, and station facilities (including public toilets) will be considered as part of that process.