

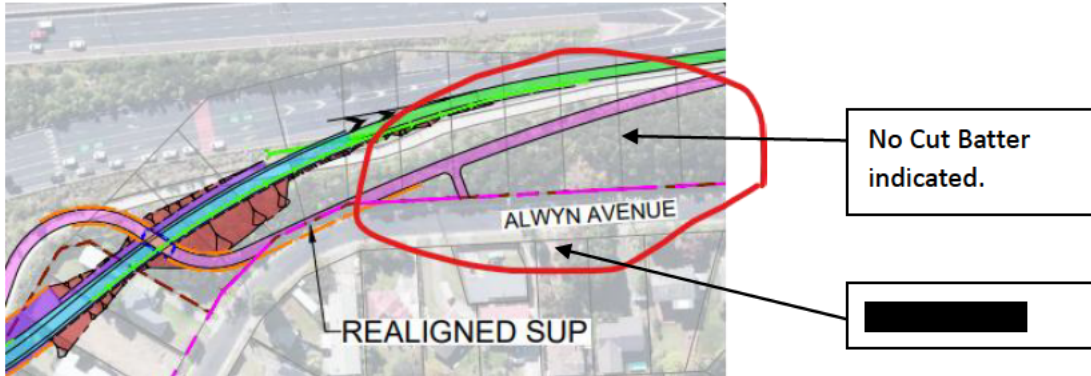
I wish to make a submission under sections 53 and 54 of the *Fast-track Approvals Act 2024* regarding the proposed development works affecting Alwyn Avenue.

My primary concerns relate to the proposed busway and cycleway crossover adjacent to Alwyn Avenue, along with the unnecessary removal of the existing earth bund that currently provides effective sound and visual mitigation from State Highway 16.

The earth bund has served as an important barrier reducing noise, light, and visual intrusion from SH16 since the 2016 completion of the Western Ring Route. Its removal would materially reduce residential amenity for those living on Alwyn Avenue and further erode the character and privacy of the area. ASSESSMENT OF OPERATIONAL NOISE AND VIBRATION EFFECTS, Pg 36 (B.4 Sector 4) predicts many Alwyn Ave residents will be adversely effected by increased noise. No mention is made of increased visual and light pollution from the SH16 lights, bridge, other carriageway elements and the existing overhead transmission lines.

I also submit that the existing route of the cycleway should remain in its current alignment, rather than being diverted in a manner that requires the removal of established bund material, flora, and

fauna. The map NWRT-00-00-EN-DRW-1106a does not fully disclose the required Cut Batter with the realignment.



NWRT-00-00-EN-DRW-1106a (NWRT_Part-6_1_Indicative-Design_West.pdf)

The bund is at a significant height at this point and a Cut would be required to make manageable for cyclists and pedestrians. Image 1.01a and 1.01b demonstrate the height. Note power pole for reference. Images a and b are taken outside [REDACTED]

Image 1.01a

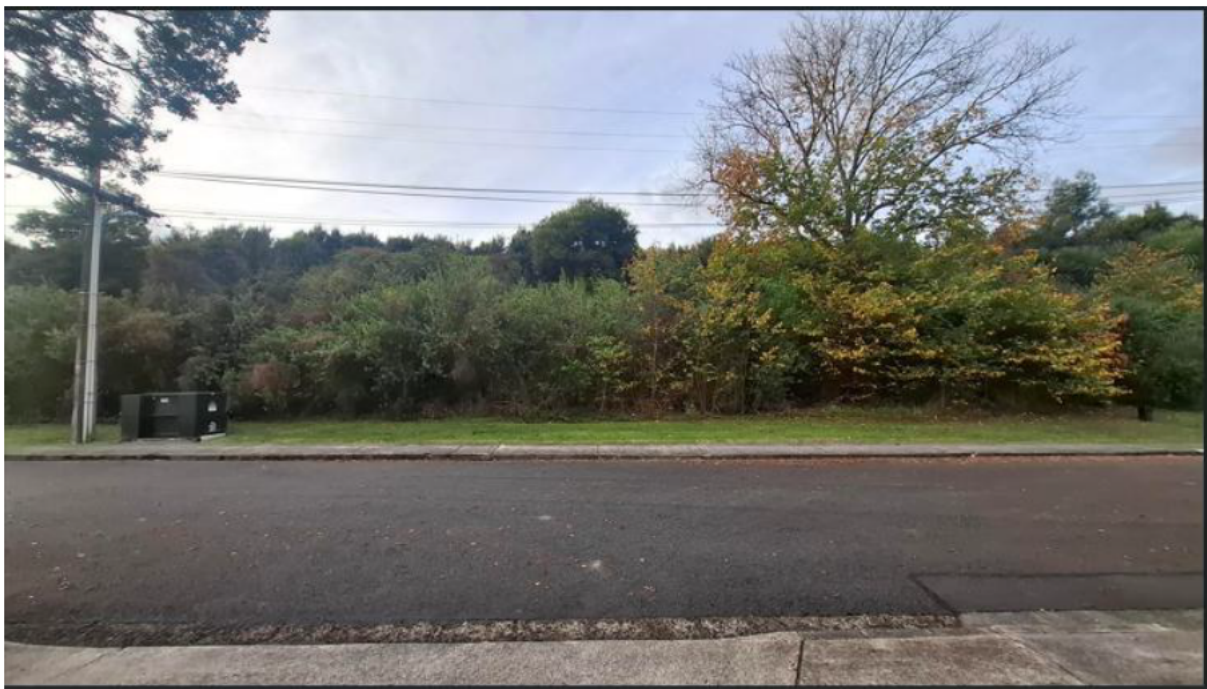


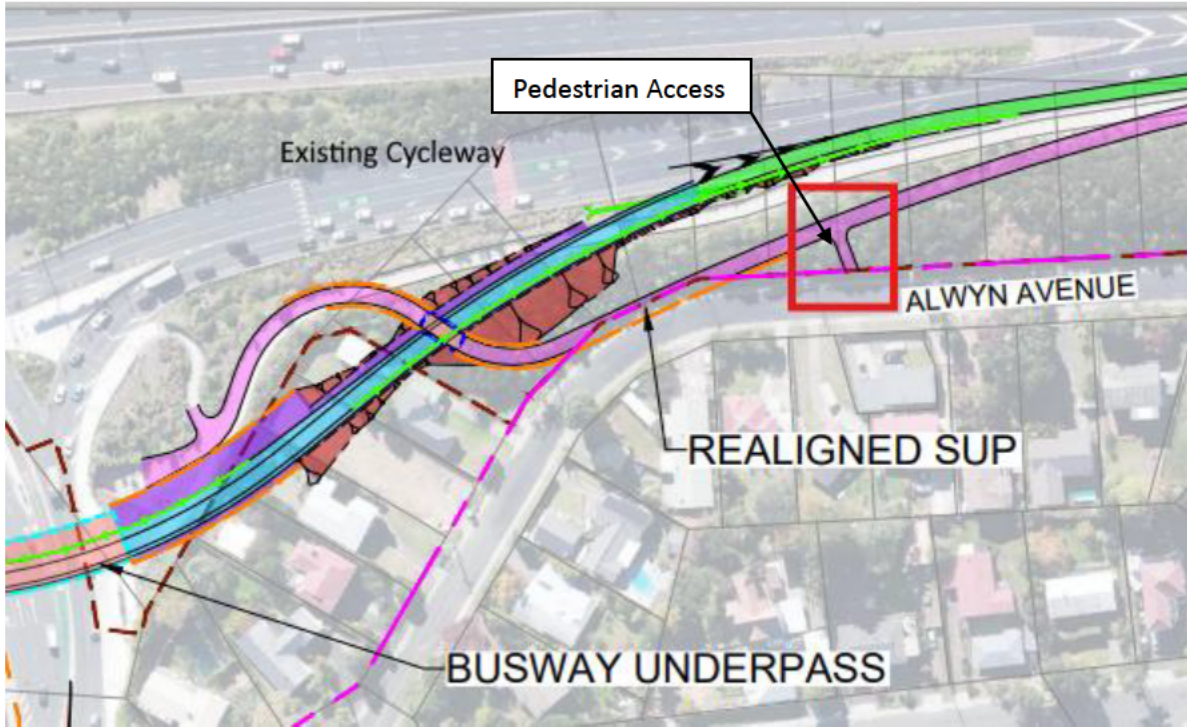
Image 1.01b



The current cycleway arrangement already functions effectively, and insufficient justification has been provided for the additional environmental and residential impacts associated with the proposed diversion.

I also oppose the proposed pedestrian access directly onto Alwyn Avenue.

NWRT-00-00-EN-DRW-1106a (NWRT_Part-6_1_Indicative-Design_West.pdf)



In my view, this access is not required for residents and will largely function as access associated with nearby Te Atatū Ōrangihina station. Alwyn Avenue contains two awkward and partially blind corners, Images 1.02.a1, 1.02a2 and 1.02b and any increase in pedestrian movements, vehicle parking, or non-resident traffic will significantly increase safety risks and the likelihood of accidents.

Image 1.02a1

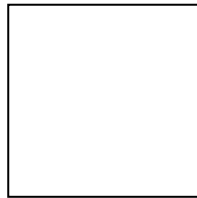
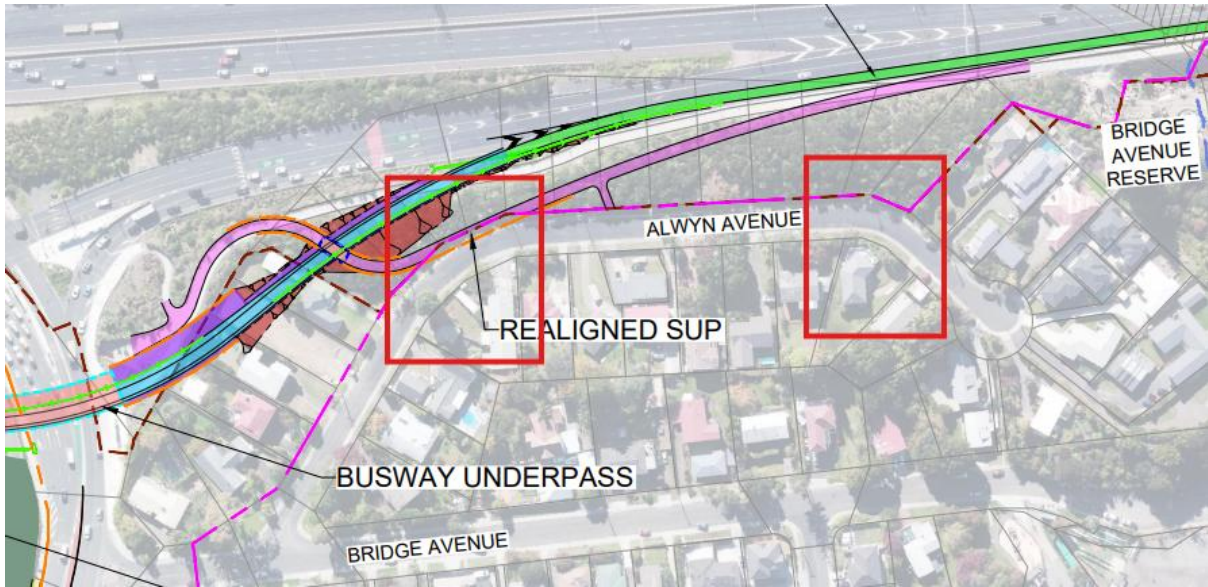


1.02a2



1.02b





Additionally, opening direct pedestrian access into the avenue creates increased opportunity for anti-social and criminal activity by making the street more accessible to non-residents. Residents have already experienced substantial disruption and environmental impact as a result of the SH16 2016 completion of the Western Ring and associated infrastructure works. The avenue has already borne a disproportionate level of interference from transport developments.

Given the cumulative impacts already experienced by residents, I submit that Alwyn Avenue should be exempt from further intrusion associated with this proposal.

Alternatively, if the works are to proceed despite these concerns, affected residents should be offered the opportunity to have their properties acquired under the scheme so they may relocate to an area with the level of residential amenity they reasonably expected when originally moving into Alwyn Avenue.

I request that these concerns be fully considered as part of the approval process.