

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	FTAA-2506-1079 Mill Road Project Stage 1 - Referral Application
	Date of notification to Auckland Council: 6 August 2025

Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	Auckland Council		
*First name	Russell		
*Last name	Butchers		
Postal address	Private Bag 92300, Victoria Street West, Auckland 1142		
*Contact phone number	s 9(2)(a)	Alternative	-
*Email	s 9(2)(a)		

2. Please provide your comments on this application

Overview

Thank you for the opportunity to provide comments on the referral application for Mill Road Stage 1. We provide feedback below from the various departments and Council-Controlled Organisations (CCOs) that comprise Auckland Council.

In the panel's invitation letter, it has been requested that the Council answer two questions pertaining to s17(1)(a) of the Fast-track Approvals Act 2024 (the Act). We respond below:

Question:

- *Any applications that have been lodged with the Council that would be a competing application or applications if a substantive application for the project were lodged. If no such applications exist, please also confirm this in writing.*

Response:

We are not aware of any applications that have been lodged with the Council that would represent a competing project in terms of Mill Road Project Stage 1.

Question:

- *In relation to projects seeking approval of a resource consent under section 42(4)(a) of the Act, whether there any existing resource consents issued where sections 124C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) could apply, if the project were to be applied for as a resource consent under the RMA. If no such consents exist, please also confirm this in writing.*

Response:

Our understanding is that s42(4)(a) does not apply in this case for a referral. We are not aware of existing consents issued under s124C(1)(c) or s165ZI of the RMA that apply in this case.

Auckland Council Resource Consents and Planning Department

The project scope is identified as Stage 1 of the Mill Road project. NZTA and its consultants are engaging with our department as part of on-going discussions and work regarding the project. The information presented within the application documents is consistent with our understanding of the project and its overall scope. Regarding s22 of the Act, we provide our preliminary views:

Section 22(1)(a-b): Significant regional or national benefits

- The project is considered to have regional and national benefits. It will deliver new nationally significant infrastructure by alleviating existing traffic congestion and transport constraints around Manukau, Papakura, and Drury. NZTA expects the project to contribute to a more efficient and resilient transport network, serving as a critical alternative to State Highway 1 during unplanned incidents.
- It's possible that referring the project to the fast-track panel would facilitate its delivery in a timelier manner. A single, unified assessment is expected to be more efficient than multiple, separate assessments. We do not believe the referral would materially affect the efficient operation of the fast-track approvals process.

Section 22(2): Considerations for benefits

- The project has been identified by the government as a Road of National Significance. It is also consistent with the Auckland Regional Land Transport Plan 2024-2034, which identifies Mill Road as a project of regional importance.
- The project will directly deliver new, nationally significant infrastructure.

- While not directly increasing housing supply, the project's additional transport capacity and improved efficiency are expected to assist in creating a well-functioning urban environment for southern Auckland's growing urban areas.
- It's likely the project will provide greater efficiency to the transport network, leading to reduced congestion and faster journey times that support economic growth and productivity. The project will not directly support primary industries or natural resource development, but it may indirectly support these sectors through improved transport resilience.
- The project does not appear to support climate change mitigation or adaptation. While the project does not address a significant environmental issue in the traditional sense, traffic congestion and resilience could be considered issues affecting the built/urban environment, and in that way the project is aimed at addressing an environmental issue.

Sections 22(3) - 22(8): Other sections

- We have no comments on these sections as they are not relevant to Mill Road Stage 1.

Auckland Council Parks and Community Facilities Department (PCF)

Overall, the PCF Department is neutral on the project. The following feedback is provided to expand on this view:

The Land

- The land at Totara Park situated at 149, 159, 251 and 313 Redoubt Road (Land) subject to the Mill Road Stage 1 designation (Designation) is owned by Auckland Council.
- The Land is one of Auckland's largest destination parks extending over 216 hectares and incorporating a wide range of activities, landscapes, ecologies and stream systems.
- The Land was purchased by Manukau Council in 1966 and retains the traditional 'farm park' aesthetic with rolling hills that are grazed by cattle. The site also has significant stands of remnant bush containing kauri, Puriri, tōtara and nikau. These stands represent some of the finest examples of a lowland broadleaf forest in the city.
- NZTA's Designation covers a significant strip of Totara Park, totalling 5 hectares that extends along the southern edge of Redoubt Rd. The associated land take will reduce the extent of the park, areas available for grazing, equestrian club activity and the extent of mountain bike trails.

Development of the Land is guided by the Totara Park Masterplan 2017. The Masterplan identifies the need for the development of a detailed concept design for the Redoubt Road entrance in order to improve the recreation experience for visitors. The masterplan proposes that this is done through a mix of outcomes that activate the entrance and that align with, and build on, existing recreation experiences being enjoyed at the site.

- The masterplan identifies the need for significant improvement to the recreation offering around the Redoubt Rd entrance into the site through:

- Creating new gathering spaces.
- Ensuring a mix of activities.
- Increasing the level and visibility of positive activity within the car park area to improve the recreation offering and the perceived safety of the site.
- Enhancement and addition of further intermediate mountain bike trails and connections to the main network.
- Developing a mountain bike hub.
- Improving bike trail experiences and access for young riders.

- A concept plan is currently being developed for the Redoubt Rd park entrance to deliver these outcomes.

Public Works Act (PWA)

- Separate to the Fast Track application, the NZTA intends to acquire part of the Land subject to the Designation from Auckland Council under the Public Works Act 1981 (PWA). The indicative areas of the Land proposed to be acquired by NZTA from Auckland Council, both permanently and temporarily, are set out in the attached four land requirement plans.
- NZTA's consultants have approached Auckland Council's Property Department, in its capacity as landowner, to commence the PWA process to acquire part of the Land subject to the Designation pursuant to section 50 of the PWA. The PWA sets out the statutory process for land acquisition and disposal for public work purposes including assessment of compensation.
- Compensation under the PWA is determined and assessed in accordance with sections 62 – 76 of the PWA. Essentially compensation includes the value of the land and improvements, injurious affection and certain damages. Compensation assessment under the PWA is to be determined by a registered valuer.
- NZTA's consultants have instructed a registered valuer to assess the value of the Totara Park Land subject to the Designation. Assessment of compensation when only part of a property is being acquired requires consideration of issues such as relocation of existing buildings and driveways, displacement of tenants, partial demolition and reinstatement, relocation of fencing and landscaping. In addition, there becomes an element of injurious affection which relates to the impact of the public work on the residue of the property.
- The decision to dispose of the Land to NZTA is subject to formal approval by Auckland Council – the decision making is two tiered and will initially involve a report to the Manurewa Local Board business meeting seeking its views and preferences in relation to the proposed disposal of the Land (including but not limited to) proposed mitigation conditions for the loss of park assets and services.
- In its capacity as landowner, Auckland Council's decision to dispose of the Land to NZTA rests with the Governing Body which has been delegated to the Auckland Council Policy and Planning Committee. The Policy and Planning Committee will consider the views and preferences of the local board in reaching its decision.

- Prior to reporting to the Manurewa Local Board, Council's Land Advisory Services staff will require NZTA and its consultants to continue to consult and engage with all relevant specialist staff in Council Parks and Community Facilities Department, Community Leasing and Land Advisory Services in the Property Department along with the Totara Park stakeholders and iwi groups identified as being affected by the proposed disposal of the Land subject to the Designation in the development of the park restoration plans.

Impacts on Land includes:

- NZTA Designation will significantly impact on the delivery of recreation experience and values across the wider site.
- Given the regional catchment that Totara Park serves, and because the roading project will have a significant impact on the park and its values the Land restoration will need to be addressed by NZTA under the Designation conditions and any terms and conditions of any agreement for acquisition of the Land from Council under the PWA, to Auckland Council's satisfaction.
- Auckland Council, in its capacity as landowner, reserves its rights under the PWA to require NZTA to compensate Council by mitigation for the loss of park assets and services to the extent that the compensation and or mitigation measures are not included in the final Designation conditions.
- Since detailed plans for this Designation interface are not yet available, we have nothing further to add. The PCF team are happy to provide more detailed feedback once these plans are prepared with the Substantive Fast Track application to come.

Auckland Council: Healthy Waters and Flood Resilience Department (HWFR)

HWFR has reviewed the referral application documents and do not have many comments at this stage of the process, based on the information provided:

- We acknowledge that NZTA have been engaging with HWFR to date.
- We understand that future stormwater assets will largely remain in ownership of NZTA or AT.
- We encourage continued conversation on catchment wide impacts on flood hazards and HWFR assets, and remain available to work with and provide information to NZTA as and when needed.
- We encourage early submission of flood modelling and assessments for review.

Auckland Council CCO: Auckland Transport (Development Planning)

Auckland Transport has no comments at this time and note that the organisation is working closely with NZTA regarding the ownership of the designation(s).

Auckland Council CCO: Watercare Services Limited

Watercare has reviewed the referral application for Mill Road Stage 1 and acknowledges NZTA's intention to progress the project through the Fast-Track Approvals process.

We understand this application relates to Stage 1 of the broader Mill Road corridor and that other components of the project, including recent Notices of Requirement (NORs), may follow separate planning pathways. Reviewing the information provided, there are no identified impacts on Watercare's infrastructure or network capacity, and no specific input has been requested from NZTA in relation to our services. Watercare will continue to monitor and engage as further detail becomes available through subsequent Fast-Track stages.

The submitted documents note that staging, land acquisition, and potential designation adjustments remain under internal review. Watercare encourages early consultation should future project phases or design refinements affect water and/or wastewater infrastructure or our servicing areas.

Watercare and NZTA maintain an ongoing relationship and are actively engaged in discussions related to this project. We remain committed to identifying mutual benefits and exploring alignment opportunities across our respective programmes where applicable.

Accordingly, Watercare adopts a neutral position on this referral and requests continued visibility and collaboration as the project advances through the Fast-Track Approvals process.

Auckland Council Franklin Local Board

The Franklin Local Board has no comments to make in respect to this application other than they are pleased that it is progressing, and encourage the next stages to be planned and designated with pace.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Hon James Meager

Minister for the South Island
Minister for Hunting and Fishing
Minister for Youth
Associate Minister of Transport



3 September 2025

JMITC-8

Hon Chris Bishop
Minister for Infrastructure

Dear Minister,

Thank you for your invitation to comment on the referral application for Mill Road Stage 1 [FTAA-2506-1079] under the Fast-track Approvals Act 2024. You have invited me to comment in my capacity as Associate Minister of Transport.

This application is for a Road of National Significance, one of New Zealand's most essential state highway corridors. My view is that this project is key to achieving the Government's priorities for transport and economic development. I would therefore like to take this opportunity to note my support for Mill Road Stage 1 through the referral process.

Yours sincerely,

Hon James Meager
Minister for the South Island
Minister for Hunting and Fishing
Minister for Youth
Associate Minister of Transport

From: [Infrastructure Portfolio](#)
To: [FTAreerrals](#)
Subject: FW: Invitation to comment on Fast-track referral application for the Mill Road Project - Stage 1 project under the Fast-track Approvals Act 2024 – FTAA-2506-1079
Date: Thursday, 14 August 2025 11:06:27 am

Please see comment below.

From: Paul Goldsmith (MIN) <P.Goldsmith@ministers.govt.nz>
Sent: Thursday, 14 August 2025 10:54 AM
To: Infrastructure Portfolio <Infrastructure.Portfolio@parliament.govt.nz>
Subject: FW: Invitation to comment on Fast-track referral application for the Mill Road Project - Stage 1 project under the Fast-track Approvals Act 2024 – FTAA-2506-1079

Good morning,

Hon Paul Goldsmith has no comment on the Mill Road Project.

Kind regards,



Office of Hon Paul Goldsmith
Minister for Arts, Culture and Heritage | Minister of Justice
Minister for Media and Communications | Minister for Treaty of Waitangi Negotiations

Email p.goldsmith@ministers.govt.nz | www.beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

From: Infrastructure Portfolio <Infrastructure.Portfolio@parliament.govt.nz>
Sent: Wednesday, 6 August 2025 10:02 AM
To: Nicola Willis (MIN) <N.Willis@ministers.govt.nz>; Hon Simeon Brown <Simeon.Brown@parliament.govt.nz>; Hon Shane Jones <Shane.Jones@parliament.govt.nz>; Paul Goldsmith (MIN) <P.Goldsmith@ministers.govt.nz>; Tama Potaka (MIN) <T.Potaka@ministers.govt.nz>; Chris Penk (MIN) <C.Penk@ministers.govt.nz>; Penny Simmonds (MIN) <P.Simmonds@ministers.govt.nz>; James Meager (MIN) <J.Meager@ministers.govt.nz>
Cc: FTAreerrals <ftareerrals@mfe.govt.nz>
Subject: Invitation to comment on Fast-track referral application for the Mill Road Project - Stage 1 project under the Fast-track Approvals Act 2024 – FTAA-2506-1079

To:
Minister for Economic Growth
Minister for Auckland
Minister for Regional Development
Minister for Arts, Culture and Heritage
Minister of Conservation
Minister for Land Information
Minister for the Environment
Associate Minister of Transport

Dear Ministers,

Hon Chris Bishop, the Minister for Infrastructure (the Minister), has asked for me to write to you on his behalf.

The Minister has received an application from New Zealand Transport Agency for referral of the Mill Road Project – Stage 1 project under the Fast-track Approvals Act 2024 (the Act) to the fast-track process (application reference FTAA-2506-1079).

The purpose of the Act is to facilitate the delivery of infrastructure and development projects with significant

regional or national benefits.

Invitation to comment on referral application

I write in accordance with section 17 of the Act to invite you to provide written comments on the referral application. I have provided summary details of the project below.

If you wish to provide written comments, these must be received by **return email** within **20 working days** of receipt of this email. The Minister is not required to consider information received outside of this time frame. Any comments submitted will contribute to the Minister's decision on whether to accept the referral application and to refer the project.

If you do not wish to provide comments, please let us know as soon as possible so we can proceed with processing the application without delay.

If the Minister decides to accept the application and to refer the project, the Applicant will need to complete any preliminary steps required under the Act and then lodge their substantive application for the approvals needed for the project. An expert panel will be appointed to decide the substantive application.

Process

The application documents are accessible through the Fast-track portal. Please note that application documents may contain commercially sensitivity information and should not be shared widely. If you haven't used the portal before, you can request access by emailing ftareferrals@mfe.govt.nz. Once you are registered and have accepted the terms and conditions, you will receive a link to view the documents. Existing users will be able to see application documents via the request when logging into the portal. Should you need for your agency to provide any supplementary information, a nominated person can be provided access to the portal, access can be requested by emailing ftareferrals@mfe.govt.nz.

To submit your comments on the application, you can either provide a letter or complete the attached template for written comments and return it by replying to this email, infrastructure.portfolio@parliament.govt.nz.

Before the due date, if you have any queries about this email or need assistance with using the portal, please email contact@fasttrack.govt.nz. Further information is available at <https://www.fasttrack.govt.nz/>.

Important Information

Please note that all comments received from Ministers invited to comment will be subject to the Official Information Act 1982. Comments received will be proactively released at the time the Minister for Infrastructure makes a referral decision, unless the Minister providing comments advises the Minister for Infrastructure's office they are to be withheld, at the time they are submitted.

If a Conflict of Interest is identified by the Minister providing comments at any stage of providing comments, please inform my office and the Cabinet Office immediately. The Cabinet Office will provide advice and, if appropriate, initiate a request to the Prime Minister to agree to a transfer of the project/portfolio invite to another Minister (a request to transfer a COI from one Minister to another can take 1-7 days).

Project summary

Project name	Mill Road Project – Stage 1
Applicant	New Zealand Transport Agency
Location	Takanini, Auckland
Project description	The project is to undertake an infrastructure development upgrade of the transport corridor (approximately 7 kilometres in length) between the Redoubt Road interchange on State

	<p>Highway 1 in Manukau to the Phillip Road intersection with Mill Road in Takanini, Auckland.</p> <p>The project involves developing new roads, upgrading existing roads, some local road improvements, altering the existing designation, and additional land acquisition to result in:</p> <ul style="list-style-type: none"> a. an upgrade of the existing Mill Road to four lanes and associated local road connections b. a westbound bus lane on Redoubt Road between Hollyford Drive and SH1 c. a new shared path active mode facility along Mill Road from the SH1/ Mill Road interchange to the intersection of Murphy's Road; and d. an off-road active mode corridor using the old Mill Road alignment from the Murphy's Road intersection to Alfriston Road.
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Yours sincerely

Hon Chris Bishop
Minister for Infrastructure



Office of Hon Chris Bishop

Minister of Housing | Minister for Infrastructure | Minister Responsible for RMA Reform | Minister of Transport | Associate Minister of Finance | Associate Minister for Sport & Recreation | Leader of the House | MP for Hutt South

Office: 04 817 6802 | EW 6.3
 Email: c.bishop@ministers.govt.nz Website: www.Beehive.govt.nz
 Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

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22 AUG 2025

Hon Chris Bishop
Minister for Infrastructure
Parliament Buildings
Wellington

Four Fast-track Approvals Act referral applications – Received 25-31 July and 6 August

Dear Chris

Thank you for the opportunity to comment on four applications for referral under the Fast-track Approvals Act (the Act):

- Out of Scope [REDACTED]
- Out of Scope [REDACTED] { [REDACTED]}
- Out of Scope [REDACTED]}
- Mill Road Project, Stage 1 FTAA-2506-1079.

I am providing comments in my capacity as Minister for Economic Growth, focusing on whether these applications are likely to have significant economic benefits under section 22(2)(a)(iv) of the Act, based on the information provided. I defer to you and other relevant Ministers to assess the remaining criteria.

Out of Scope

A large rectangular area of the page is completely redacted with a solid grey color, obscuring several paragraphs of text.

Out of Scope

Mill Road Project, Stage 1 FTAA-2506-1079

The New Zealand Transport Agency (NZTA) is proposing for the development of the first stage of the Mill Road Project in Auckland. It comprises 7 kilometres (Redoubt Road, Manukau to Phillip Road, Takanini) from the total 21 kilometres of the whole project. Some of the project's main infrastructure development include upgrading the existing Mill Road to four lanes, including local road connections, a westbound bus lane, a new shared path and an off-road active mode corridor. This project was also identified as one of the Roads of National Significance in the 2024 Government Policy Statement on Land Transport.

NZTA stated that the construction and its flow-on effects are estimated to contribute around \$2 billion to GDP. It is unclear whether this is only for the first stage of the project. Other stated benefits include improved transport efficiencies, such as faster travel times during peak hours, reduction in congestion, and improvements in freight reliability.

This proposed first stage construction of the Mill Road Project will enable transport infrastructure crucial for a growing economy. Long-term benefits could arise from improved supply chains due to shorter transport times and less congestion in Auckland's wider industrial areas. The project also has the potential to unlock new development opportunities by improving access to key employment and residential zones, helping to future-proof the region's urban network.

Sincerely

A handwritten signature in blue ink, appearing to read "Nicola Willis".

Hon Nicola Willis
Minister for Economic Growth

From: [Infrastructure Portfolio](#)
To: [FTAreerrals](#)
Subject: FW: Invitation to comment on Fast-track referral application for the Mill Road Project - Stage 1 project under the Fast-track Approvals Act 2024 – FTAA-2506-1079
Date: Thursday, 21 August 2025 12:19:01 pm
Attachments: [image002.png](#)

Please find comment below from Minister Simmonds

From: Environment Portfolio <Environment.Portfolio@parliament.govt.nz>
Sent: Thursday, 21 August 2025 12:08 PM
To: Infrastructure Portfolio <Infrastructure.Portfolio@parliament.govt.nz>
Subject: RE: Invitation to comment on Fast-track referral application for the Mill Road Project - Stage 1 project under the Fast-track Approvals Act 2024 – FTAA-2506-1079

Good day,

Thank you for the below invitation to comment.

Please be advised that Minister Simmonds has reviewed this application and does not wish to provide comment.

Kind regards,



Office of Hon Penny Simmonds
Environment Portfolio
Minister for the Environment | Minister for Vocational Education
Associate Minister for Social Development | MP for Invercargill

Website: www.beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

From: Infrastructure Portfolio <Infrastructure.Portfolio@parliament.govt.nz>
Sent: Wednesday, 6 August 2025 10:02 am
To: Nicola Willis (MIN) <N.Willis@ministers.govt.nz>; Hon Simeon Brown <Simeon.Brown@parliament.govt.nz>; Hon Shane Jones <Shane.Jones@parliament.govt.nz>; Paul Goldsmith (MIN) <P.Goldsmith@ministers.govt.nz>; Tama Potaka (MIN) <T.Potaka@ministers.govt.nz>; Chris Penk (MIN) <C.Penk@ministers.govt.nz>; Penny Simmonds (MIN) <P.Simmonds@ministers.govt.nz>; James Meager (MIN) <J.Meager@ministers.govt.nz>
Cc: FTAreerrals <ftareerrals@mfe.govt.nz>
Subject: Invitation to comment on Fast-track referral application for the Mill Road Project - Stage 1 project under the Fast-track Approvals Act 2024 – FTAA-2506-1079

To:
Minister for Economic Growth
Minister for Auckland
Minister for Regional Development
Minister for Arts, Culture and Heritage
Minister of Conservation
Minister for Land Information
Minister for the Environment
Associate Minister of Transport

Dear Ministers,

Hon Chris Bishop, the Minister for Infrastructure (the Minister), has asked for me to write to you on his behalf.

The Minister has received an application from New Zealand Transport Agency for referral of the Mill Road Project – Stage 1 project under the Fast-track Approvals Act 2024 (the Act) to the fast-track process (application reference FTAA-2506-1079).

The purpose of the Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.

Invitation to comment on referral application

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provided summary details of the project below.

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If the Minister decides to accept the application and to refer the project, the Applicant will need to complete any preliminary steps required under the Act and then lodge their substantive application for the approvals needed for the project. An expert panel will be appointed to decide the substantive application.

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If a Conflict of Interest is identified by the Minister providing comments at any stage of providing comments, please inform my office and the Cabinet Office immediately. The Cabinet Office will provide advice and, if appropriate, initiate a request to the Prime Minister to agree to a transfer of the project/portfolio invite to another Minister (a request to transfer a COI from one Minister to another can take 1-7 days).

Project summary

Project name	Mill Road Project – Stage 1
Applicant	New Zealand Transport Agency
Location	Takanini, Auckland
Project description	<p>The project is to undertake an infrastructure development upgrade of the transport corridor (approximately 7 kilometres in length) between the Redoubt Road interchange on State Highway 1 in Manukau to the Phillip Road intersection with Mill Road in Takanini, Auckland.</p> <p>The project involves developing new roads, upgrading existing roads, some local road improvements, altering the existing designation, and additional land acquisition to result in:</p> <ol style="list-style-type: none">an upgrade of the existing Mill Road to four lanes and associated local road connectionsa westbound bus lane on Redoubt Road between Hollyford Drive and SH1

- c. a new shared path active mode facility along Mill Road from the SH1/ Mill Road interchange to the intersection of Murphy's Road; and
- d. an off-road active mode corridor using the old Mill Road alignment from the Murphy's Road intersection to Alfriston Road.

Yours sincerely

Hon Chris Bishop

Minister for Infrastructure



Office of Hon Chris Bishop

Minister of Housing | Minister for Infrastructure | Minister Responsible for RMA Reform | Minister of Transport | Associate Minister of Finance | Associate Minister for Sport & Recreation | Leader of the House | MP for Hutt South

Office: 04 817 6802 | EW 6.3
Email: c.bishop@ministers.govt.nz Website: www.Beehive.govt.nz
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Your written comments on a project under the Fast-track Approvals Act 2024

Project name	Mill Road Project – Stage 1
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All sections of this form with an asterisk (*) must be completed.

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	The Director-General of Conservation		
*First name	Gen		
*Last name	Hewett		
Postal address	PO Box 10420, Wellington 6140		
*Contact phone number	s 9(2)(a)	Alternative	
*Email	s 9(2)(a)		

2. Please provide your comments on this application

Comments follow overleaf.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Director's signoff

Celia Haden

3 September 2025

Director Regulatory Systems Performance (Acting)

Note: A copy of the Instrument of Delegation may be inspected at the Director-General's office at Conservation House Whare Kaupapa Atawhai, 18/32 Manners Street, Wellington 6011

Director-General of Conservation s17 comments

Project name	Mill Road Project – Stage 1
Applicant name	New Zealand Transport Agency Waka Kotahi (NZTA)
Application number	FTAA-2506-1079
Project summary details	<p>The Project involves an upgraded transport corridor between the Redoubt Road interchange on State Highway 1 (SH1) in Manukau to the Phillip Road intersection with Mill Road in Takanini, Auckland.</p> <p>The Project involves developing new roads, upgrading existing roads, some local road improvements, changing existing designations and additional land acquisition to result in:</p> <ul style="list-style-type: none">• An upgrade of the existing Mill Road to four lanes and associated local road connections;• A westbound lane on Redoubt Road between Hollyford Drive and SH1;• A new shared path active mode facility along Mill Road from the SH1/Mill Road interchange to the intersection of Murphy's Road; and• An off-road active mode corridor using the old Mill Road alignment from the Murphy's Road intersection to Alfriston Road.

1 General comment

1.1 Wildlife approval

1.1.1 The referral application states that the Project will require a wildlife approval for catching and handling bats, avifauna and herpetofauna and killing wildlife (bats, avifauna, herpetofauna) when unavoidable following the implementation of approved Ecological Management Plans and best practice methods.

1.1.2 The referral application does not indicate if the scope of the proposed wildlife approvals also includes releasing and/or relocation of any of the relevant wildlife. If these activities will also need to be carried out as part of the Project, any referral notice for the Project should ensure these activities are also in scope for a substantive wildlife approval.



1.2 Freshwater fisheries

- 1.2.1 The referral application states that the Project will require an approval or dispensation that would otherwise be applied for under regulation 42 or 43 of the Freshwater Fisheries Regulations 1983 in respect of a complex freshwater fisheries activity. This approval is sought in relation to culverts that may impede fish passage.
- 1.2.2 DOC considers it is likely the effects of these activities will be able to be addressed through conditions on any substantive approval.

1.3 Possible need for concession

- 1.3.1 The referral application is not clear on this point, but if the Project will include activities on the St Johns Redoubt Historic Reserve (even though the reserve will not itself be affected by the Project) then the applicant would likely require a concession. Any use or occupation of the St Johns Redoubt Historic Reserve as part of the Project (such as for access, machinery storage, re-grading) would normally trigger the requirement for a concession.
- 1.3.2 NZTA has confirmed that only temporary occupation of St Johns Redoubt Historic Reserve is required, and no permanent acquisition of the reserve or part of the Reserve is proposed.
- 1.3.3 DOC considers it is likely that any effects the Project may have on reserve values could be addressed by conditions. Pre-lodgement advice from DOC on the referral application encouraged further engagement between DOC and NZTA to understand the effects of the Project on the reserve.
- 1.3.4 DOC recommends that any referral notice for this Project is broad enough that, if a concession is required, this is in-scope for a substantive application.

1.4 Pre-lodgement consultation

- 1.4.1 NZTA requested pre lodgement consultation with DOC on 9 April 2025. DOC provided its pre-lodgement consultation advice to NZTA on 2 May 2025.

2 Criteria for Minister's decision on referral application

- 2.1.1 Sections 21 and 22 of the FTAA set out matters to be considered in determining whether a referral application should be accepted. Comments below are targeted to sections where DOC has specific interests or information relevant to the Minister's decision.

Section	Criteria	Comments
21(3)(b)	Does the project involve an ineligible activity?	DOC has considered the ineligibility criteria at sections 5(1)(h), (i), (j) and (k), and has not identified any aspect of the Project that would be ineligible based on those criteria.
21(3)(c)	Is there adequate information to inform a decision?	With respect to the approvals identified in the referral application for which DOC is the administering agency, DOC considers the information adequate in terms of a referral decision.

Section	Criteria	Comments
21(5)(a)	Is the project inconsistent with: <ul style="list-style-type: none"> • a Treaty settlement; • Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019; • Marine and Coastal Area (Takutai Moana) Act 2011. 	DOC has not identified any inconsistency with any relevant Treaty settlement or other obligation.
21(5)(b)	Would it be more appropriate to deal with the proposed approvals under another Act(s)?	DOC has not identified any reason why the Project should not be dealt with under the FTAA.
21(5)(c)	Would the project have significant adverse effects on the environment?	Based on the information available, DOC considers it is likely that adverse effects of the Project can be addressed through appropriate conditions on any substantive approvals.
21(5)(d)	Does the applicant(s) have a poor compliance history under a specified Act?	DOC has not identified any issues with the applicant's compliance history.
21(5)(g)	Would a substantive application have any competing applications?	Based on the information available in the referral application, DOC has not identified any competing applications.

3 Conclusion

3.1.1 DOC is not aware of any reason the Project should not be referred, as adverse effects associated with the relevant conservation approvals can likely be addressed by appropriate conditions.

3.1.2 If referred, the scope of the referral notice should be broad enough to enable the applicant to apply for the full range of approvals that may be needed for the Project.



Celia Haden

Director Regulatory Systems Performance (Acting)

Acting pursuant to delegated authority on behalf of the Director-General of Conservation.

Date: 3 September 2025

Note: A copy of the Instrument of Delegation may be inspected at the Director-General's office at Conservation House Whare Kaupapa Atawhai, 18/32 Manners Street, Wellington 6011



Heritage New Zealand Pouhere Taonga comments on NZTA MILL ROAD PROJECT – STAGE 1 Referral application

Application name	Mill Road Project – Stage 1
EPA reference	FTAA-2506-1079
Applicant/s	NZTA
Comments due by	21 August 2025

Organisation name	Heritage New Zealand Pouhere Taonga		
*First name	Angelica		
*Last name	Pablo		
Postal address	PO Box 2629 Wellington 6140		
*Home phone/Mobile phone		*Work Phone	s 9(2)(a)
*Email	s 9(2)(a)		
Submission prepared by	Northern Region Planner		
Contact details	s 9(2)(a)		

General comment on application and recommendations

Thank you for the opportunity to comment on the referral application for the Mill Road Project – Stage 1 Project. Heritage New Zealand Pouhere Taonga (HNZPT) has assessed the application, with input from specialist regional heritage staff, including those with Māori heritage, planning and archaeological expertise.

Based on the information provided, if the project is referred by the Minister, we are unable to support the approval of consent to construct a regional transport route this is due to;

- There is no substantial assessment of environmental effects (AEE) included with the referral application to enable HNZPT to consider the overall application against the range of environmental considerations.
- There is minimal information on iwi engagement outcomes
- Archaeological authorities will be required to complete the proposed roading work
- HNZPT advises that it should be invited to comment on the substantive application.
- HNZPT confirms that NZTA has had a pre-application meeting with us.



HNZPT is aware that a summary of the effects of the Project on the environment is provided in section 3.4.1 of the application. But as the detailed technical assessments are not yet complete it is difficult to provide any definitive comments on this application.

Cultural heritage values

HNZPT is unable to review the Mill Road Project Stage 1 referral application as there are no Mana whenua consultation documents provided.

Archaeology

HNZPT is unable to review the Mill Road Project Stage 1 referral application as there are no technical archaeological reports provided, including a draft archaeological management plan.

The applicant states they will be applying for an archaeological authority for the project under the Heritage New Zealand Pouhere Taonga Act 2014, at a later date.

Recommendations

If the project is referred, the following information should be provided by the applicant in their substantive application:

- AEE
- archaeological assessment (and Management Plan),
- cultural impact assessment,
- heritage impact assessment]

If the project is referred, the panel should invite the following persons to comment on the application:

- Heritage New Zealand Pouhere Taonga
- Tangata Whenua

The applicant has carried out preliminary consultation with HNZPT regional staff, without any detailed technical assessments available to discuss. We recommend that if the project is referred, that the applicant continue to consult with HNZPT regional staff and tangata whenua.

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Mill Road Project Stage 1
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Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	Auckland Transport		
*First name	Matthew		
*Last name	Richards		
Postal address			
*Contact phone number	s 9(2)(a)	Alternative	
*Email	s 9(2)(a)		

2. Please provide your comments on this application

The Mill Road Stage 1 Project (the Project) was originally designated by Auckland Transport (AT). In January 2020, the Project was announced as part of the NZ Upgrade Programme by the Government and NZTA. Shortly after this AT transferred the property it had acquired for the Project to NZTA.

AT has been engaged by NZTA as part of its planning and design for the project. NZTA has requested AT to transfer the designations, which are still held by AT as the requiring authority.

AT notes the design of the urban section of the Project (Redoubt Road) has key interfaces with the local road network and bus operations. The design is largely based on the concept developed for the AT Notice of Requirement. AT is comfortable with this and will have further opportunities to input into the design as the detail is developed.

AT has also reviewed the southern rural section of the Project and likewise is comfortable with the design subject to more detail being provided on the local road interfaces at key intersection and its termination. Again, AT will have further opportunities to input into the design as the detail is developed.

A Memorandum of Understanding (MoU) is being developed between the parties to manage the interface between the Project, and the local road network. The MoU broadly covers relationship, responsibilities, modelling, design and review, maintenance and construction impacts, and road controlling authority boundaries

Insert Fast-track logo

In summary, AT supports the Project. There are key interfaces with the local road network that need to be managed and provided the MoU is signed between the parties, AT is comfortable the interface can be managed appropriately between the parties and there are no matters which AT considers may adversely affect project delivery.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Managers signoff

Matthew Richards

Date 2 September 2025

Your written comments on a project under the Fast Track Approvals Act 2024

3 September 2025

Project name	Mill Road Project – Stage 1 (Project) – New Zealand Transport Agency
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Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	Transpower New Zealand Limited (Transpower)		
*First name	Jo		
*Last name	Mooar		
Postal address			
*Contact phone number	s 9(2)(a)	Alternative	
*Email	s 9(2)(a)		

2. Please provide your comments on this application

Transpower has been identified as an “other person” for the purposes of section 17(5) of the Fast-track Approvals Act 2024 (**Act**). Thank you for the opportunity to provide comments about the Project, and its potential impact on National Grid assets.

The Project relates to an alteration of a designation for works on, and associated with, State Highway 1. The Project is part of a larger project listed in the Act.

The larger project is being split, with the more urgent Stage 1 starting construction by mid-2026. Phase 1 runs between Redoubt Road interchange on State Highway 1 and the Phillip Road intersection with Mill Road in Takanini. The Project requires relocation of a National Grid support structure (Tower 195) on the Huntly-Otahuhu A line as identified in Appendix D of the referral application. The application acknowledges that consent will be required for this tower relocation.

Appendix D also references policy 10 of the National Policy Statement on Electricity Transmission (**NPSET**). Policy 10 provides that decision-makers must to the extent reasonably possible manage activities to ensure that operation, maintenance, upgrading, and development of the National Grid is not compromised.

Conditions will be required on the designations to ensure that the transmission line in the vicinity of the Project is not compromised. We would expect that these conditions would cover matters such as Transpower involvement in the development of the construction management plan and ensuring that works do not impact the transmission line (including directly by machinery coming too close to the conductors (wires) or indirectly by dust).

The application notes that one of the reasons for the alteration to the designation is to update conditions, including those in relation to the construction management plans. We expect that the update to conditions would also extend to conditions that relate to Transpower and protection of the transmission line, given that final management plans are proposed to be lodged with the substantive application. We would also expect Transpower would continue to be involved in the development of the management plan, and updated conditions to protect the transmission line would remain on the altered designation, consistent with policy 10 of the NPSET.

Subject to appropriate conditions, Transpower supports the Project, as it will deliver new regionally or nationally significant infrastructure, or enable the continued functioning of existing regionally or nationally significant infrastructure (section 22(2)(a)(ii) of the Act).

Finally we note that we have been identified as an affected person in 3.5.1 of the referral application. We also note that we occupy adjacent land for the purpose of section 53(2)(i). Transpower would be happy to work with the applicant on updating the conditions that relate to protection of the transmission line, in advance of providing any comments on the substantive application.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.