



MILL ROAD STAGE 1 – FAST TRACK APPROVALS ACT (FTAA) APPLICATION

PART B – PROJECT BACKGROUND AND PROPOSAL

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1. Site description and location

1.1 Project extent and sections

The Project comprises a 7.1km transport corridor between the State Highway 1 (SH1) Redoubt Road Interchange in Manukau, and the intersection of Mill Road and Phillip Road in Alfriston (see **Figure 1-1**). It includes upgrading existing sections of Redoubt Road and Mill Road and a new offline section of road corridor where the route deviates from the existing Mill Road.

A more detailed Project description is provided in Section 5, and a set of General Arrangement Plans is included in **Appendix H1**.



Figure 1-1: Mill Road Stage 1 location plan

The Project can be divided into the following sections:

- Urban Section 1** – Redoubt Road between SH1 and Hollyford Drive;
- Urban Section 2** – Redoubt Road between Hollyford Drive and Hilltop Road;
- Peri-Urban Section** – Redoubt Road between Hilltop Road and the existing Mill Road; and
- Rural Section** – Mill Road between Redoubt Road and Phillip Road (including new offline sections where the route deviates from the existing Mill Road).

The implementation of works within the part of the designation covering Murphys Road (beyond the tie-in extent shown in **Figure 1-1** above) does not form part of this Project. This part of the designation will continue to be covered by the original designation conditions (subject to some minor updates), is not covered by the resource consent applications or other approvals being sought as part of this application.

1.2 Existing environment

Urban Sections 1 and 2 comprise a 1.6km extent between the SH1 Interchange and Hilltop Road and follow the existing Redoubt Road alignment, which traverses the suburbs of Clover Park and Goodwood Heights. These are suburban residential areas characterised by detached housing. These sections also include a church (The Church of Jesus Christ of Latter-day Saints) and a motel (Manukau Heights Motor Lodge) near the SH1 end of the corridor.

The Peri-Urban Section comprises a 1.9km extent between Hilltop Road and the northern end of the existing Mill Road and continues to follow the Redoubt Road alignment. To the north and east, the surrounding land use is predominantly rural residential. Large-scale urbanisation has recently occurred further to the north within the Flat Bush area. Tōtara Park, a 216-hectare open space, is located to the south and west of the road and provides for recreational activities, including horse riding and mountain biking.

The Rural Section comprises a 3.6km extent between Redoubt Road and Phillip Road, most of which deviates from the existing Mill Road to a new offline alignment. This section transitions from a peri-urban context to the Alfriston area, which largely comprises rural residential, agricultural, and equine activities. The area also includes the Manurewa Assembly of God church, a Watercare reservoir, and the Alfriston School to the east. The Rural-Urban Boundary (**RUB**) follows the existing Mill Road alignment for much of this section.

Topographically, the Urban and Peri-Urban Sections follow a ridgeline that forms the northern boundary of the Puhinui Creek stormwater catchment. As the alignment turns southward, it follows more undulating topography as it crosses the Puhinui Creek and subsequently a tributary of the neighbouring Papakura Stream at Cheesman's Bush. Both watercourses are surrounded by native bush-clad gullies. The topography flattens toward the southern end of the alignment as it approaches the Papakura Stream floodplain.

The relevant provisions of the AUP applying to the currently designated Project extent and areas immediately adjacent areas are summarised at **Table 1-1**. Current zoning is shown at **Figure 1-2**.

Table 1-1: Mill Road Stage 1 planning context

	Urban Section 1	Urban Section 2	Peri-Urban Section	Rural Section
Zoning	Strategic Transport Corridor Road (unzoned) Residential – Mixed Housing Suburban Open Space – Conservation	Road (unzoned) Residential – Mixed Housing Suburban Open Space – Informal Recreation	Road (unzoned) Rural – Countryside Living Open Space – Informal Recreation	Road (unzoned) Future Urban Rural – Countryside Living Rural – Mixed Rural
Overlays	Natural resources – High-Use Stream Management Area Natural resources – High-Use Stream Management Area Natural resources – High-Use Aquifer Management Area Historic Heritage Extent of Place 1271, St John's Redoubt Infrastructure – Aircraft Noise	Natural resources – Significant Ecological Area, SEA_T_538 Natural resources – High-Use Stream Management Area Natural resources – High-Use Aquifer Management Area Infrastructure – Aircraft Noise	Natural resources – High-Use Stream Management Area Natural resources – High-Use Aquifer Management Area Natural Heritage – Ridgeline Protection Infrastructure – Aircraft Noise Infrastructure – National Grid Corridor	Natural resources – Significant Ecological Area, SEA_T_4570 Natural resources – Significant Ecological Area, SEA_T_9102 Natural resources – High-Use Stream Management Area Natural resources – High-Use Aquifer Management Area Natural Heritage – Ridgeline Protection
Controls	Arterial Roads Vehicle Access Restriction Macroinvertebrate Community Index Stormwater Management Area Flow 1	Arterial Roads Macroinvertebrate Community Index Stormwater Management Area Flow 1	Arterial Roads Macroinvertebrate Community Index	Arterial Roads Macroinvertebrate Community Index Stormwater Management Area Flow 1
Precincts	-	-	Flat Bush Sub-Precinct I	-

	Urban Section 1	Urban Section 2	Peri-Urban Section	Rural Section
Third-party designations	Designation 1102 – Airspace Restriction, Auckland International Airport Ltd	Designation 1102 – Airspace Restriction, Auckland International Airport Ltd	Designation 200 – Airspace Restriction, Ardmore Airport Ltd Designation 1102 – Airspace Restriction, Auckland International Airport Ltd	Designation 9508 – Watercare, Water Supply Purposes Designation 5011 – Minister of Education, Alfriston School Designation 200 – Airspace Restriction, Ardmore Airport Ltd Designation 1102 – Airspace Restriction, Auckland International Airport Ltd

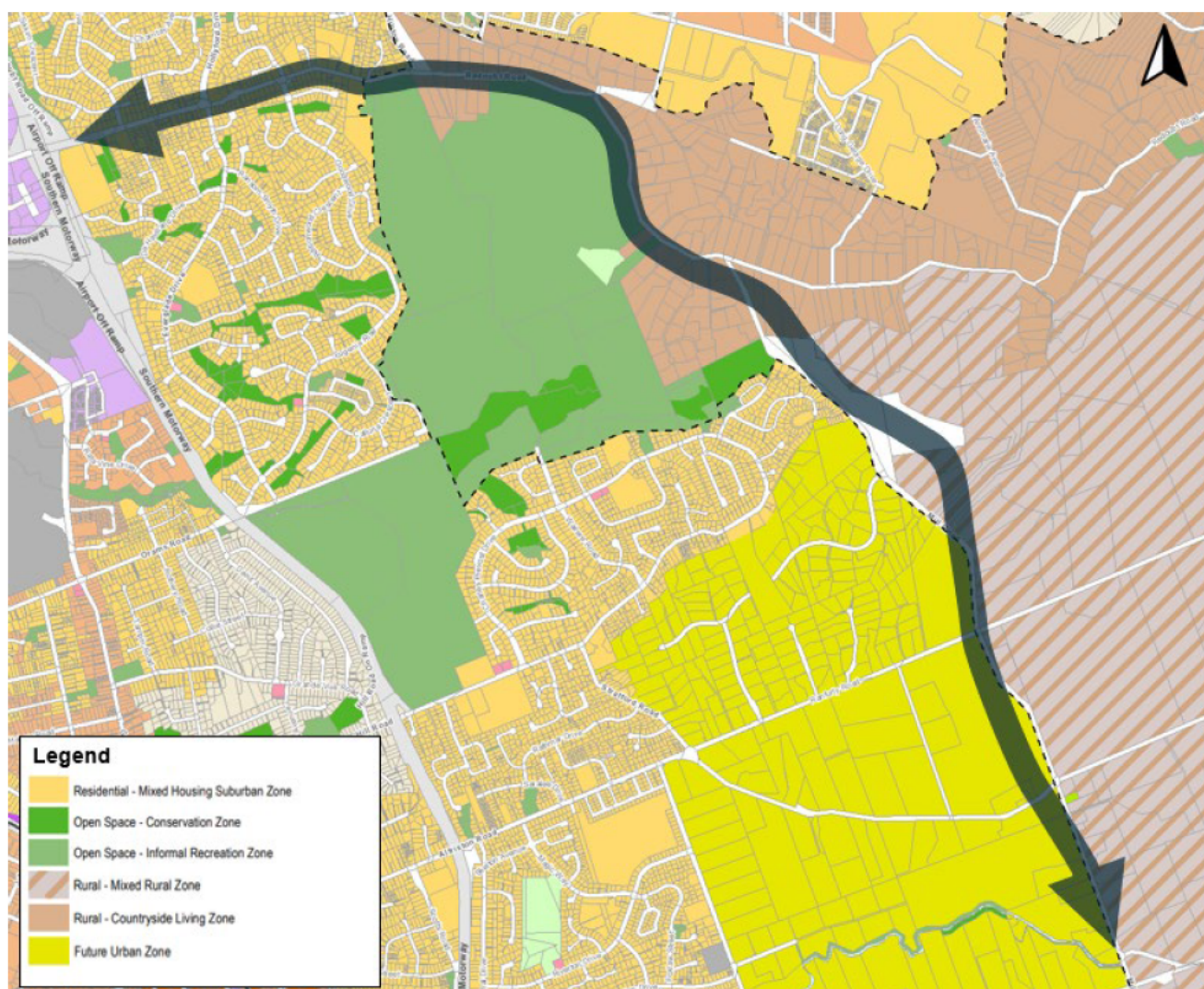


Figure 1-2: Mill Road Stage 1 land use context

1.3 Relationship to future stages

The Project covers the northernmost section of the Mill Road Corridor (**Corridor**), which is a 21.5km four-lane road corridor between Manukau and Drury. The Corridor has been identified as a Road of National Significance (**RoNS**) in the Government Policy Statement on Land Transport 2024-34 (**GPS**) and is intended to be constructed in stages. **Figure 1-3** shows the Project in the context of the full extent of the future Corridor.

NZTA lodged a notice of requirement (**NoR**) for the Takaanini section of Stage 2 of the corridor in June 2025. The remaining approvals for Stages 2 and 3 of the Corridor will be sought at a later date.

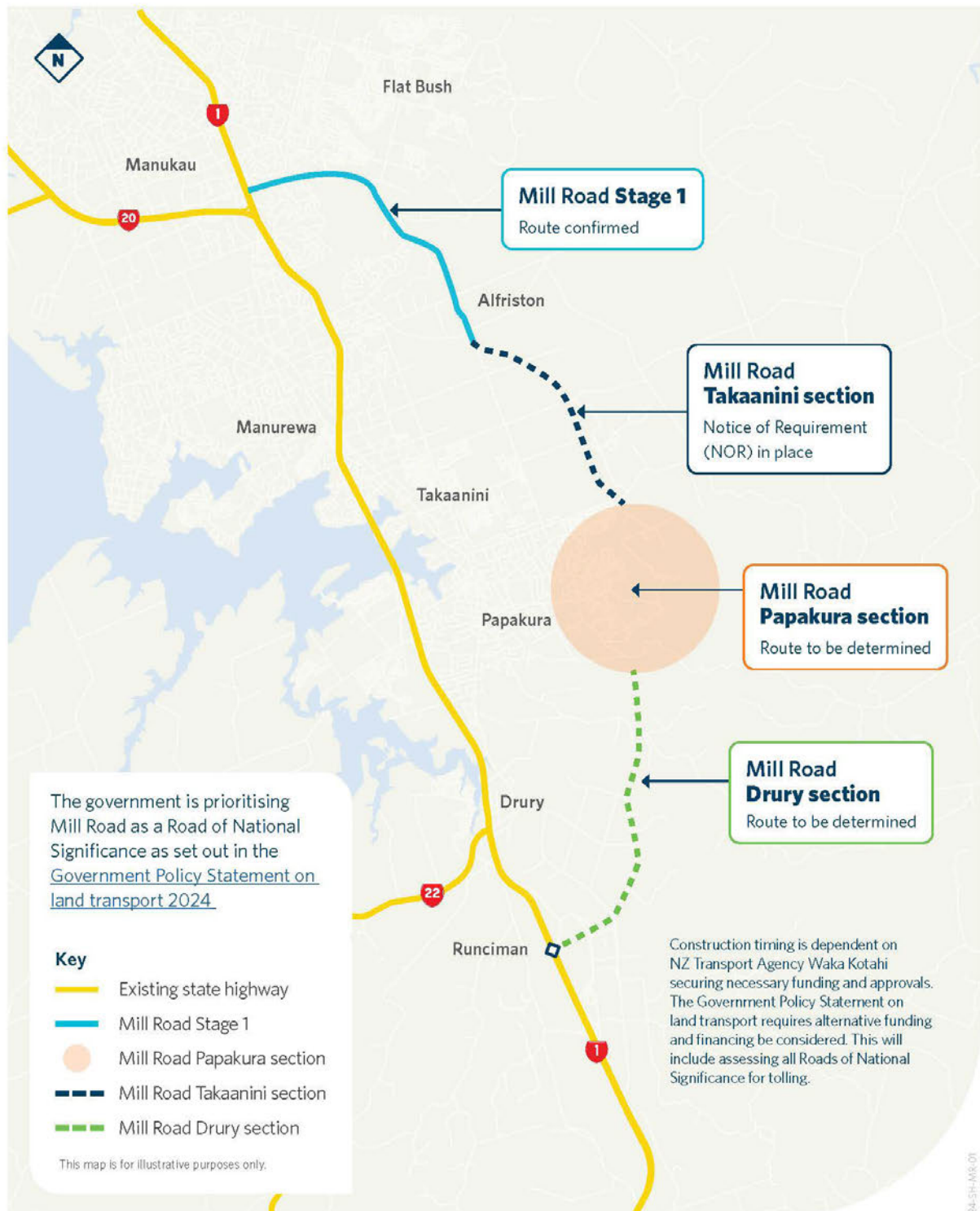


Figure 1-3: Mill Road Corridor indicative staging

2. Existing designations and history

Auckland Transport (AT) lodged three NoRs in 2014 for what was then known as the Redoubt Road-Mill Road Corridor project. Following a Council hearing process and subsequent Environment Court appeals, these NoRs were confirmed as three designations in the AUP in 2016 under a single designation reference, Designation 1836.

Designation 1836 was then transferred from AT to NZTA, which is now the Requiring Authority financially responsible for the delivery of the Project. The transfer took effect on 21 October 2025. The new reference is Designation 6786.

The three designations that form part of Designation 6786 are listed in **Table 2-1** and shown on **Figure 2-1** below.

Table 2-1: Summary of existing designations referenced under Designation 6786

Designation No.	Extent	Lapse Period
1	Redoubt Road between SH1 and Hilltop Road, including sections of Hollyford Drive Hilltop Road, and side road tie-ins.	10 years
2	Redoubt Road between Hilltop Road and the existing Mill Road; and a 1.8km section of Murphys Road.	10 years
3	Mill Road from Redoubt Road to Phillip Road, including new offline sections and tie-ins to existing Mill Road and side roads.	15 years

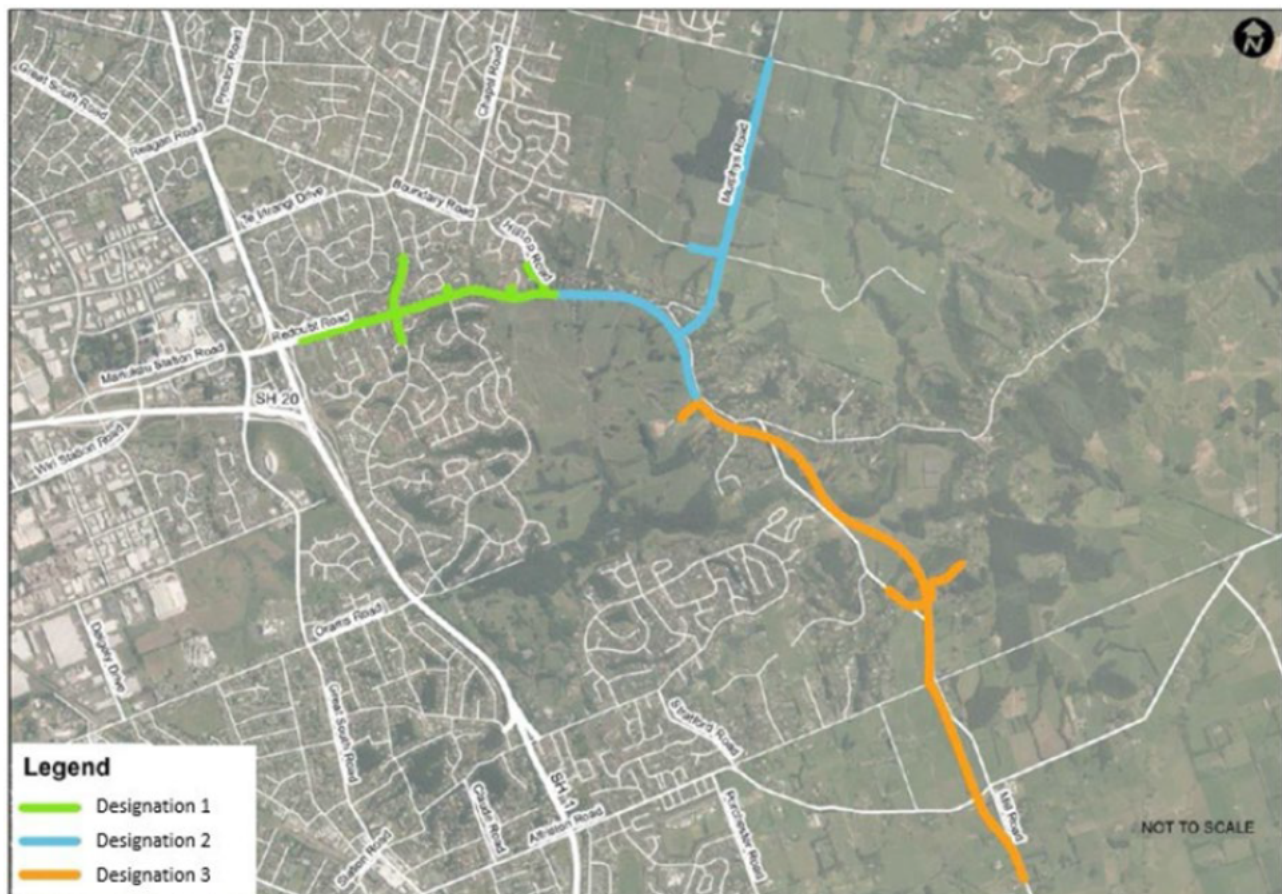


Figure 2-1: Original extents of Designations 1, 2, 3 under Designation 6786

As part of this Project, an alteration to Designation 6786 is proposed. This includes amendments to the boundaries between Designations 1, 2 and 3 (see **Figure 2-2**) to separate out the Murphys Road (Designation 2) section proposed to be constructed at a later date.

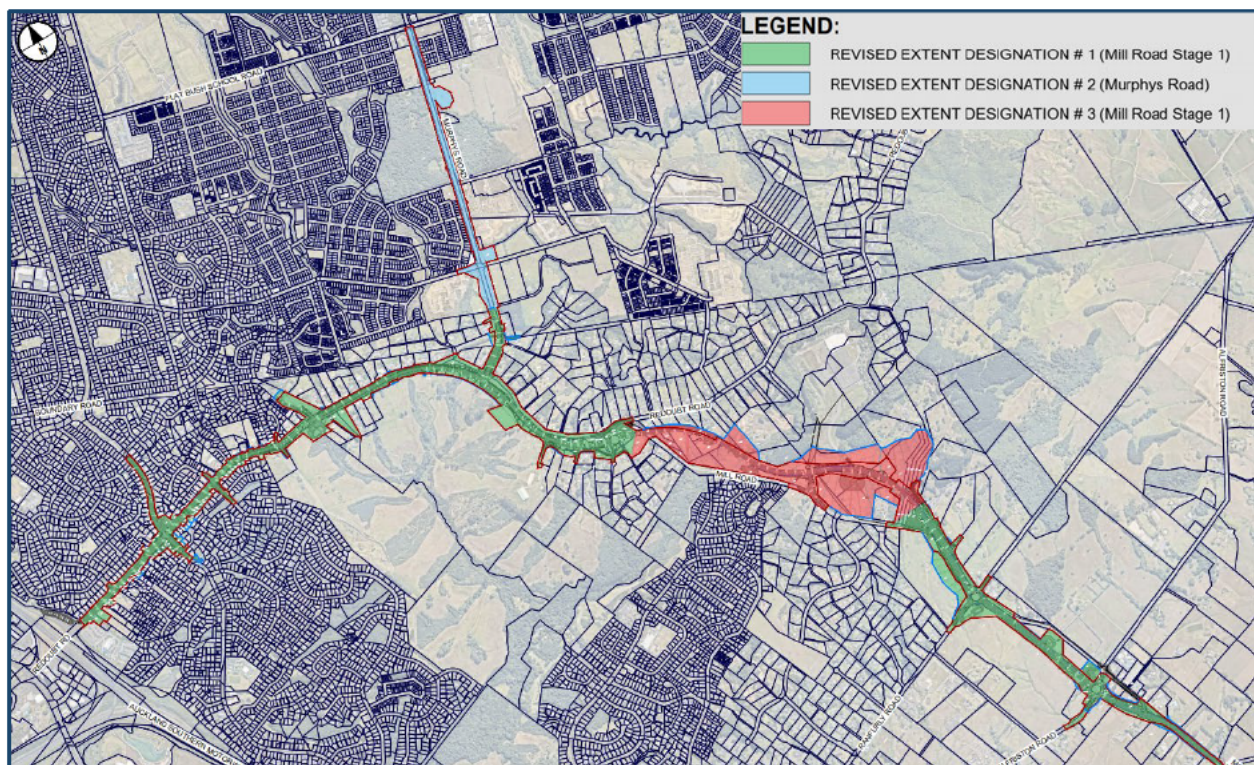


Figure 2-2: Proposed revised internal boundaries of Designations 1, 2 and 3 for Designation 6786

3. Reasons for the Project

The strategic need for the Corridor has been considered extensively through successive studies and business cases dating back to 2004.

The need for the Corridor was first identified in the Southern Sector Strategic Transport Study in 2004. Four subsequent studies for Stage 1 (this Project) were undertaken by legacy councils during the 2010-11 period. These culminated in the Redoubt Road-Mill Road Corridor Study commissioned by AT in 2012.

Following confirmation of the Designation in 2016, the remainder of the Corridor between Alfriston and Drury (Stages 2 and 3) was subject to further investigation over several years, including as part of the Te Tupu Ngātahi Supporting Growth¹ programme (**Te Tupu Ngātahi**) from 2018.

Following identification of the Corridor as a RoNS in the GPS, an Investment Case was endorsed by the NZTA Board in April 2025 providing approval to proceed with the design and consenting for the Project.

3.1 Decision on referral application

On 14 November 2025, the Minister for Infrastructure (**Minister**) decided to accept the referral application for the Project under section 21(1)(c). In the notice of decision, the Minister recognised that the Project would have significant regional or national benefits associated with linking the southern Auckland transport network and providing an alternative route to SH1.²

¹ Te Tupu Ngātahi Supporting Growth programme is a collaboration between AT and NZTA to undertake route protection for strategic transport networks to support Auckland's planned growth over the next 30+ years.

² Notice of Decisions on application for referral of the Mill Road Project – Stage 1 issued under section 28 of the Fast-track Approvals Act 2024 dated 14 November 2025.

3.2 Need for the Project

The Project is proposed to respond to two primary problems identified in the southern Auckland transport network:

- a) **Corridor efficiency** – The existing two-lane Mill Road corridor experiences significant congestion during peak periods due to its limited capacity and frequent disruptions caused by crashes and by turning traffic between Redoubt Road/Mill Road and side roads; and
- b) **Network resilience** – The southern Auckland transport network is highly vulnerable to incidents on SH1. When closures or disruptions occur, traffic is diverted to the already constrained network. Detour options, especially for heavy vehicles, are limited and Mill Road cannot currently serve as an effective route. The lack of resilience within the southern Auckland transport network adversely impacts emergency service response times, freight logistics, and overall network efficiency.

Demand for north-south travel in southern Auckland has increased significantly over the last ten years, with congestion now common across SH1, Mill Road and surrounding north-south corridors (including Great South Road and Porchester Road). Mill Road is particularly constrained, leading to slow unreliable travel, peak hour travel speeds falling well below posted speed limits, and frequent disruption from crashes. Without intervention, these issues are expected to be exacerbated by the projected population growth in southern Auckland.

Mill Road also accommodates a high share of heavy commercial vehicles (**HCVs**) and high productivity motor vehicles (**HPMVs**), which play a critical role in regional productivity and economic performance. Public transport experiences similar challenges, with buses operating along the urban section of Mill Road affected by the same congestion and infrastructure limitations. A comprehensive analysis of the economic significance of the Project is set out in Section 9.2 below.

3.3 Project objective

NZTA's objective for the Project, is:

“To provide for a transport corridor between the SH1 Redoubt Road Interchange and the intersection of Mill Road and Phillip Road to improve traffic efficiency and enhance network resilience.”

An assessment of whether the Project and the alterations to the designation are reasonably necessary to achieve NZTA's objective is provided in Part C of this SAR.

4. Key changes in strategic context since the confirmation of the 2016 designations

The following sections set out the key changes that have informed the Project including the physical design, scope of the proposed designation alterations and the resource consents sought (see Part C).

4.1 Transport policy changes

Key transport policy changes since 2016 that are relevant to the Project include:

- a) The adoption of a new GPS in 2024, which introduced revised strategic priorities for transport investment. These included the reintroduction and prioritisation of the RoNS programme, an increased emphasis on value-for-money, and reduced emphasis on multi-modal investment. The Corridor was identified as a RoNS to be delivered in stages by NZTA. The funding allocation for Mill Road Stage 1 (not including construction) over the same period was subsequently confirmed in the National Land Transport Programme (**NLTP**);
- b) Endorsement of an Investment Case for Mill Road Stage 1 by the NZTA Board in 2025, including adoption of a new investment objective aligned with the GPS (*“to improve traffic efficiency on the Mill Road Corridor, and enhance transport network resilience”*); and
- c) Publication of design standards for RoNS projects by NZTA in 2025.

The implications of these changes for the Project are as follows:

- a) Design changes arising from the revised policy direction and application of the RoNS standards, which are required to be physically provided for within the designation; and
- b) Construction of Stage 1 is now planned to commence once approvals and funding are confirmed and funding is secured. As a result, a review of the existing designation conditions is necessitated as these were developed in the context of a longer-term implementation period and may no longer be appropriate or necessary.

4.2 Property acquisition

Designation 6786 affects approximately 309 property interests, comprising 229 partial interests and 78 full interests to be acquired under the Public Works Act 1981 (**PWA**). Since confirmation of the designation, 59 of these property interests (52 full and 7 partial interests) have been acquired by AT, as the original Requiring Authority, and subsequently transferred to the Crown. NZTA has purchased a further 128 property interests (26 full and 102 partial interests), as the current Requiring Authority. In several cases, ongoing negotiations with affected landowners have resulted in changes to the designation extent to reflect the outcomes reached through those negotiations.

4.3 Planning framework

Significant changes in the land use context and planning framework have occurred since 2016 including:

- a) Significant growth and urbanisation have continued to occur in the Flat Bush area to the north of Redoubt Road, as well as within the area previously referred to as the Takaanini Structure Plan area under the former Papakura District Council;
- b) The AUP was made partially operative in 2016 (now fully operative), shortly after the confirmation of the existing designations. Amongst other things, the AUP introduced a revised framework for managing vegetation removal and additional mapped areas of Significant Ecological Area (**SEA**) relevant to the Project;
- c) The National Policy Statement on Urban Development was published in 2020;
- d) Auckland Council's Future Development Strategy (**FDS**) was published in 2023, which identifies a likely reduction in the rate and/or quantum of greenfield growth within the Project area;
- e) Plan changes to enable greater housing supply and to give effect to the FDS, whilst managing natural hazard risks to development were notified, such as Plan Change 120 to the AUP; and
- f) Significant development proposals along the wider Corridor route have emerged, including the Alfriston Village Development proposed by Windermere Holdings Limited and Kāinga Ora on an 80ha landholding traversed by the existing designation.³

The implications of these changes for the Project are as follows:

- a) The design has been refined to take account of changes in transport demand resulting from land use change (the transport modelling undertaken to support the Project is based on demand forecasts derived from the FDS land use scenario);
- b) Changes to the physical extent of the Project in some locations requiring alterations to the designation footprint; and
- c) Vegetation removal within SEAs is now a regional consenting matter rather than a district plan matter, requiring alterations to existing designation conditions and informing the scope of regional consents sought. This is discussed in more detail below.

³ This proposal has been the subject of pre-application engagement, although a Plan Change is yet to be formally lodged.

4.3.1 Vegetation removal requirements

The Project includes construction of bridges within the Cheesman's Bush and Puhinui Gully SEAs, which will require vegetation removal. The framework for managing vegetation removal within SEAs and the spatial extent of those areas, has evolved since the NoRs relevant to the Project were lodged in October 2014. This regulatory background and history has informed the scope of both the proposed alterations to the existing designations and the regional consents sought as part of this SAR.

Prior to the lodgement of the NoRs, the Proposed Auckland Unitary Plan (**PAUP**) was notified (30 September 2013). As the PAUP had just been notified at the time of lodgement, the Auckland Council District Plan – Operative Manukau Section 2002 (**ACDP:M**) remained the operative district plan. Under the ACDP:M, the removal of vegetation was a discretionary activity requiring land use consent. At that time, there were no equivalent regional plan rules for vegetation removal in the Auckland Regional Plan: Air Land and Water Accordingly, the NoRs sought authorisation for vegetation removal as a land use activity under the ACDP:M.

Notwithstanding this, the PAUP's regional plan provisions relating to vegetation removal within SEAs had immediate legal effect. As a result, resource consent was also required for vegetation removal within SEAs, in addition to the authorisations sought through the NoRs. This requirement did not initially apply to Cheesman's Bush as it was not identified as an SEA when the PAUP was notified. However, Puhinui Gully was identified as an SEA, and accordingly, it was anticipated that regional resource consents would be required for vegetation clearance within that area.

Through the Council Hearing and Environment Court mediation processes, which were occurring concurrently with the PAUP hearings, Cheesman's Bush was recognised as containing vegetation of SEA quality, despite not being formally identified as an SEA in the PAUP. Vegetation removal within Cheesman's Bush was authorised through the designations and no separate regional resource consent was required at that time. However, comprehensive ecological mitigation conditions were imposed on the designations through those processes, recognising the significant status of the vegetation within Cheesman's Bush, as well as Puhinui Gully.

Since then, Cheesman's Bush has been identified as an SEA under the AUP. The Puhinui Gully SEA in the PAUP has also been retained as SEA in the AUP. Therefore, the resource consents required under section 9(2) of the RMA include authorisation for vegetation removal within Cheesman's Bush and Puhinui Gully.

The regional resource consents sought are supported by a suite of conditions and management plans including those addressing vegetation removal and ecological mitigation. As vegetation removal within these SEA areas is now being addressed through the regional consent process, the proposed alteration to the designations includes the deletion of existing designation conditions relating to vegetation removal. The ecological mitigation package proposed under the regional resource consent conditions exceeds that required under the existing designation conditions.

5. Project description

The Project involves the realignment, widening, and upgrading of the existing Redoubt Road and Mill Road; along with the construction of a new offline Mill Road corridor where the route deviates from the existing Mill Road. The Project comprises:

- Realignment, widening, and upgrading of Redoubt Road and Mill Road to generally form a four-lane transport corridor, including associated local road connections;
- Provision of a westbound bus lane on Redoubt Road between Hollyford Drive and SH1;
- Construction of a new shared use path between SH1 and Murphys Road;
- Signalisation or upgrades to traffic signals at five existing intersections – Diorella Drive, Hollyford Drive/Everglade Drive, Goodwood Road, Hilltop Road, and Murphys Road;
- Intersection upgrades at Bartells Drive and Alexia Place; and
- Construction of three new bridges (within the Rural Section) where the road alignment crosses the existing Mill Road, Puhinui Gully, and Cheesman's Bush.

The form and function of each section of the Project are described further below. The Project design is shown in the plan set in **Appendix H1**.

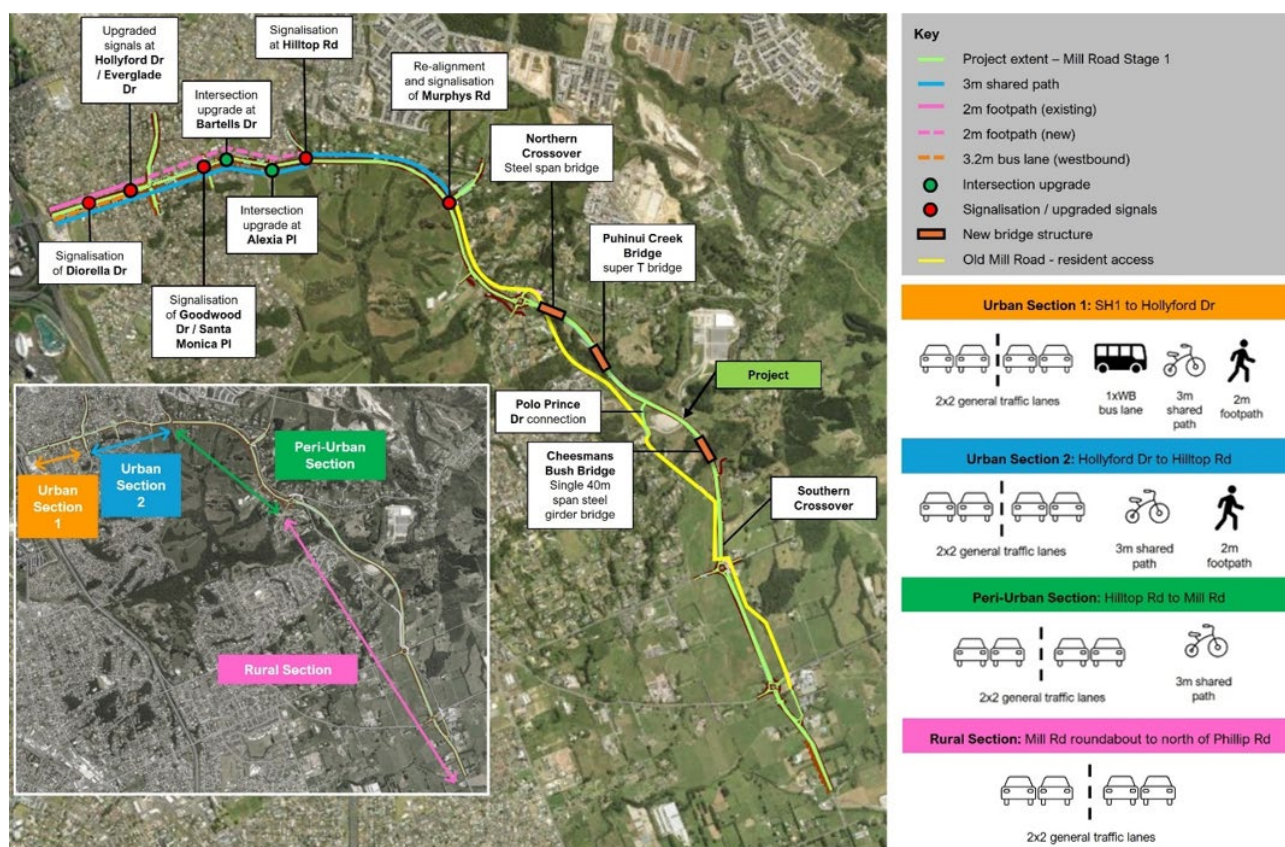


Figure 5-1: Mill Road Stage 1– form and function overview

5.1 Urban Section 1

Urban Section 1 is approximately 630m long and runs between SH1 and Hollyford Drive. It includes the widening and upgrading of the existing Redoubt Road, along with associated intersection upgrades.

Table 5-1: Urban Section 1 – Form and Function

Component	Outcome / Features
General Traffic	4x 3.2m general traffic lanes (2 per direction) 2.8m raised median
Key intersection upgrades	Signalisation of the Diorella Drive intersection Upgrades to existing signals at Hollyford/Everglade Drive intersection
Public Transport	3.2m westbound bus lane
Active Modes	Existing northern footpath retained New 3m shared use path on the southern side
Bridges	N/A
Stormwater management	Combination of raingardens and proprietary devices
Typical cross-section	Urban Section 1 : SH1 to Hollyford Drive 31.4m 1.6m Sidewalk 2m Sidewalk 1.6m Sidewalk 3.2m Drive lane 3.2m Drive lane 2.8m Median 3.2m Drive lane 3.2m Drive lane 3.2m Bus lane 1m 3m Shared path 2m

5.2 Urban Section 2

Urban Section 2 is approximately 995m between Hollyford Drive and Hilltop Road and involves the widening and upgrading of the existing Redoubt Road, along with associated intersection upgrades.

Table 5-2: Urban Section 2 – Form and Function

Component	Outcome / Features
General Traffic	4x 3.2m general traffic lanes (2 per direction) 2.5m raised median
Key intersection upgrades	Signalisation of Goodwood Drive and Hilltop Road intersections Upgrades of Bartells Drive and Alexia Avenue intersection tie-ins
Public Transport	N/A
Active Modes	2m footpath on the northern side New 3m shared use path on the southern side
Bridges	N/A
Stormwater management	Combination of raingardens, swales, and wetland
Typical cross-section	Urban Section 2 : Hollyford Drive to Hilltop Road 28.9m 2m Sidewalk 2m Sidewalk 2m Sidewalk 3.2m Drive lane 3.2m Drive lane 2.5m Median 3.2m Drive lane 3.2m Drive lane 2m 3m Shared path 2m

5.3 Peri-Urban Section

The Peri-Urban Section is approximately 1.9km in length and extends between Hilltop Road and the northern end of the existing Mill Road. It comprises the widening and upgrading of the existing Redoubt Road, construction of new offline sections of road corridor that deviate from the existing Redoubt Road alignment, and new and upgraded intersections.

Table 5-3: Peri-Urban Section – Form and Function

Component	Outcome / Features
General Traffic	4x 3.3m general traffic lanes (2 per direction) 2.5m flush median
Key intersection upgrades	Signalisation of Murphys Road intersection New offline roundabout connecting the new Mill Road alignment with the existing Redoubt Road and Kinnard Lane
Public Transport	N/A
Active Modes	New 3m shared use path on the northern side (between Hilltop Road and Murphys Road)
Bridges	N/A
Stormwater management	Combination of raingardens, swales, wetlands, and proprietary treatment devices
Typical cross-section	

5.4 Rural Section

The Rural Section is approximately 3.6km in length and extends between Redoubt Road and Phillip Road. It comprises the widening and upgrading of the existing Mill Road, construction of new offline sections of road corridor that deviate from the existing Mill Road alignment, and the provision of new intersections.

Table 5-4: Rural Section – Form and Function

Component	Outcome / Features
General Traffic	4x 3.5m general traffic lanes (2 per direction) 1.5m flush median with wire rope barrier
Key intersection upgrades	New roundabouts on the new Mill Road alignment at the Ranfurly Road and Alfriston Road intersections
Public Transport	N/A
Active Modes	No active mode facilities on the new Mill Road alignment; the existing Mill Road alignment is to be retained for property access and active modes

Component	Outcome / Features
Bridges	Northern Crossover bridge (new offline alignment crossing the existing 'old' Mill Road) Puhinui Gully bridge Cheesman's Bush bridge
Stormwater management	Combination of raingardens, swales, and wetlands
Typical cross-section	 Rural Section: Mill Road Roundabout to 700m south of Alfriston Road 22.5m 2.5 m Planting strip, 1 m, 3.5 m Drive lane, 3.5 m Drive lane, 1.5 m Median, 3.5 m Drive lane, 3.5 m Drive lane, 1 m, 2.5 m Planting strip

6. Design changes since 2014

The designation extent and effects assessment prepared in support of the NoRs lodged in 2014 was based on a concept design (2014 design). This SAR is based on an updated design (refer **Appendix H1**), which incorporates refinements made since 2014 as outlined below. These refinements reflect a range of considerations including strategic context changes (refer Section 4 above), feedback from Mana Whenua and affected stakeholders, site investigations, specialist constructability advice and technical assessments.

6.1 Changes in approach to active mode provision

The transport policy changes outlined above (including those reflected in the latest GPS) have resulted in a revised approach to active mode provision including:

- In the two Urban Sections provision of a 3m shared use path on the southern (westbound) side of Redoubt Road between SH1 and Hilltop Road replaces previously proposed on-road cycle lanes in each direction;
- In the Peri-Urban Section, inclusion of a 3m shared use path on the northern (eastbound) side of Redoubt Road between Hilltop Road and Murphys Road replaces previously proposed on-road cycle lanes in each direction; and
- In the Rural Section, retention of the existing 'Old' Mill Road for walking, cycling and property access where the main alignment deviates to a new offline route replaces previously proposed on-road cycle lanes in each direction on the main alignment.

The full rationale for these changes is set out in the Assessment of Transport Effects report included in **Appendix C10**.

6.2 Change in the function of the 'Old' Mill Road

The following design modifications have been made:

- Provision of a new roundabout intersection connecting the new Mill Road alignment with existing Redoubt Road and Kinnard Lane. This arrangement enables continued connectivity to the 'Old' Mill Road alignment via Redoubt Road; and
- Inclusion of a bridge on the new Mill Road alignment where it crosses the existing alignment, allowing the existing route to remain open. This replaces the embankment previously proposed in the 2014 design, which would have necessitated closure of the existing alignment.

The full rationale for these changes is set out in the Assessment of Transport Effects report included in **Appendix C10**.

6.3 Changes to intersections and property access layouts

Several changes have been made to the design of key intersections and the configuration of access to specific properties. These changes are described below in order from north to south:

- Provision of a raised median barrier on Redoubt Road between SH1 and Hollyford Drive, replacing the flush median proposed in the 2014 design;
- Removal of the left-turn slip lanes from Redoubt Road at the Hollyford Drive and Murphys Road signalised intersections that were proposed in the 2014 design;
- Signalisation of the Redoubt Road and Hilltop Road intersection, replacing the unsignalised seagull intersection proposed in the 2014 design, together with realignment of the Hilltop Road tie-in to reduce impacts on an adjacent stream;
- Consolidation of property access on southern Murphys Road at the proposed new signalised intersection connecting to the Murphys Road realignment, together with the removal of the existing Murphys Road intersection. The 2014 design had proposed retention of both intersections;
- Provision of a wire rope median barrier through the Rural Section, with associated refinements to property access arrangements. These include left-in-left-out access to the Watercare reservoir at 38 Mill Road; along with consolidation of access including a right-turn bay for a series of properties on the eastern side of the main alignment between the proposed Cheesman's Bush bridge and Ranfurly Road (including the Manurewa Assembly of God property at 174 Mill Road); and
- Reduction in the number of approach lanes to the roundabouts from two lanes to one; together with changes to earthworks and drainage layouts to reduce effects on adjacent streams.

The full rationale for these changes is set out in the Assessment of Transport Effects report included in **Appendix C10**. The design changes are shown on the plans in **Appendix H1**.

6.4 Changes to the Puhinui Gully Bridge

The 2014 design for the Puhinui Gully bridge comprised a 168m-long super-T bridge with 6x 28m spans, and abutment heights of up to 18.5m. The bridge incorporated reverse curves (horizontal geometry) and sag curves (vertical geometry).

Design refinement has sought to further optimise the bridge design in terms of cost and constructability, while also reducing potential effects on the stream and Significant Trees within the SEA impacted by the bridge. As set out in the Old Growth Tree Management Plan (**OGTMP**), the term "**Significant Tree**" means all trees within the Cheesman's Bush and Puhinui Gully SEAs that are identified in Table 1 of the OGTMP as follows:

Classification	Description
Old growth / remnant	At full expected Diameter at Breast Height or more (>130cm DBH).
Large	Trees that are close to full height, DBH, and crown size. Generally maximum DBH of 100-120 cm across species (81 – 130cm DBH range).
Mature	Generally, DBH of up to 80 cm, considered mature in age based on species type (51 – 80cm).
Trees 225, 226, 227, 229, 254, 255, 300, 335, 345 (specific sub-mature trees)	Specific sub mature trees that have been identified as significant because they are within the SEA, contribute to the structural diversity and arboricultural value of the old growth forest, and will support long-term canopy replacement. These trees are below 50cm DBH.

The changes to the bridge design are:

- An eastward shift of the horizontal alignment to reduce effects on Significant Trees within the SEA. Approximately 9,000m² of additional land outside the existing designation footprint is required on the northern approach to accommodate the revised alignment and associated earthworks requirements;
- Inclusion of an additional span to reduce fill requirements at the southern end, increasing the overall bridge length to 196m in with seven 28 m spans;

- c) Refinement of the horizontal and vertical alignments to straighten and flatten the bridge profile;
- d) Removal of active mode facilities resulting in a narrower bridge cross-section that further reduces the impact on the Puhinui Gully SEA; and
- e) Diversion of the stream to avoid locating bridge piers within the watercourse. The bridge design is shown in the plans provided in **Appendix H1**.

6.5 Changes to Cheesman's Bush Bridge

The 2014 design for the Cheesman's Bush bridge comprised a 40m-long single-span bridge with abutment heights of up to 13.4 m.

Design refinement undertaken to inform this application has sought to further optimise the bridge design in terms of cost and constructability, while also reducing effects on the SEA impacted by the bridge. The resultant changes to the bridge design are as follows:

- a) An increase in the bridge span to a maximum of 50 m to reduce the extent of earthwork embankments and abutment wall heights. This results in a thicker bridge deck and a slightly raised vertical alignment, with a corresponding minor increase in grades along the corridor to the south; and
- b) Removal of active mode facilities from the bridge in accordance with the revised approach to active mode provision noted above, resulting in a narrower bridge cross-section that reduces the impact on the Cheesman's Bush SEA.

The bridge design is shown in the plans provided in **Appendix H1**.

6.6 Changes to stormwater design

The proposed stormwater design is broadly consistent with the design philosophy underpinning the 2014 design but incorporates a number of refinements as follows:

- a) Updated sizing of stormwater devices to reflect changes in design standards between the Council's legacy Technical Publication 10 'Stormwater Treatment Devices Design Guideline Manual' (**TP10**) and current Guideline Document 01 'Stormwater Management Devices in the Auckland Region' (**GD01**);
- b) Incorporation of feedback from Mana Whenua relating to stormwater design and preferred treatment outcomes. This has resulted in a higher level of treatment through adoption of a treatment train approach, where space allows;
- c) Replacement of wetlands with raingardens in some locations where raingardens are better suited to catchment areas smaller than 3 ha;
- d) Adjustments to device locations and device types throughout the Project in response to changes in road geometry;
- e) Inclusion of an additional stormwater management device at the SH1/ Redoubt Road offramp to manage potential flood effects associated with discharge from the proposed stormwater network in the urban area into the existing network;
- f) Inclusion of additional stormwater management devices to manage runoff from new impervious areas associated with local road tie-ins at Hollyford Drive, Everglade Drive, Hilltop Road, Murphys Road and Polo Prince Drive;
- g) Inclusion of fish passage compliant design for culverts located south of Cheesman's Bush bridge;
- h) Inclusion of culverts beneath realigned driveways as part of the Project works; and
- i) A reduction in culvert length on the northern leg of the Alfriston Road intersection, to be achieved through stream diversion.

The rationale for these changes can be found in the Assessment of Stormwater Effects report included in **Appendix C21**.

6.7 Changes relating to Tōtara Park

The Project runs along the edge of Tōtara Park, a 216-hectare open space. Opportunities to optimise access arrangements and edge treatments for the park, as well as ecological offsetting opportunities within Tōtara Park, have been the subject of ongoing engagement between NZTA and Auckland Council Parks and Community Facilities (**AC Parks**). Refinements to the 2014 design relating to Tōtara Park include:

- a) Reduced road cross-sections resulting from the revised approach to active mode provision creating opportunities to incorporate a stormwater treatment swale and shallower batter slopes along the park edge in place of retaining walls;
- b) Confirmation that an existing cattle yard can be removed, enabling a continuous stormwater treatment swale to be provided along the park edge where a retaining wall had previously been proposed;
- c) Raising of the vertical alignment and adoption of shallower batter slopes to reduce the extent of cut earthworks and drawdown/dewatering west of Kinnard Lane (within the Peri-Urban section adjoining Tōtara Park); and
- d) Optimised access arrangements for the park, including the retention of two additional access points.
- e) Provision of the following as shown in the Urban and Landscape Design Management Plan (**ULDMP**) in **Appendix C14** (specifically the plans in Appendices A and B):
 - i) Reinstated mountain bike trails for the Tōtara Park Mountain Biking Club;
 - ii) A new accessway for the existing Tōtara Park Equestrian Centre (**TPEC**) off the new Redoubt Road alignment;
 - iii) Replacement grazing area for the TPEC with supporting gravel access track;
 - iv) Daylighting of an existing piped stream and wetland restoration (southeastern end of Tōtara Park); and
 - v) 2 hectares of lizard habitat creation [REDACTED]

6.8 Other changes

The following have also been incorporated into the design:

- a) Adoption of shallower cut batters and reduced retaining wall heights at the Murphys Road tie-in, following completion of site investigations; and
- b) Adoption of retaining walls at several locations within the Rural Section to reduce impacts on streams and to minimise culvert lengths.

7. Construction methodology

This section provides an overview of the indicative construction methodology for the Project and is informed by advice from a constructability specialist. While the construction methodology has not been finalised, the summary below provides a basis upon which the envelope of construction effects associated with the Project has been assessed. It also allows for potential changes to construction activities and programme over time. The indicative construction methodology presented is realistic and feasible but will not be confirmed until a contractor(s) is appointed.

Construction of the Project is expected to commence once all statutory approvals are in place and funding has been secured. Construction is anticipated to occur over an approximately 7-year period.

7.1 Scope of construction works

The Project comprises urban road widening, rural road widening, and offline road construction in a greenfield environment. The urban road widening is anticipated to require the greatest level of traffic management due to the potential for increased disruption within the urban environment. In contrast, works within the Peri-Urban and Rural Sections will primarily need to be planned around construction traffic associated with the haulage of imported materials.

The anticipated sequence of construction activities is as follows, noting many elements will occur in parallel:

- a) Site establishment and enabling works including:
 - i) Ecological, cultural, archaeological/heritage surveys and assessments;
 - ii) Contaminated land testing;
 - iii) Relocation of access to affected properties;
 - iv) Demolition of buildings within the construction footprint;
 - v) Boundary fencing and fencing of areas where construction is precluded;
 - vi) Installation of erosion and sediment control measures;
 - vii) Utility protection or relocation;
 - viii) Formation of site access and haul roads, including temporary stream crossings/culverts;
 - ix) Establishment of Construction Support Areas (**CSAs**);
- b) Bulk earthworks including clearing buildings and vegetation;
- c) Construction of stormwater infrastructure;
- d) Construction of bridges, culverts and other structures;
- e) Pavement construction;
- f) Formation of intersections and connections;
- g) Installation of barriers, signs and road marking;
- h) Landscaping and planting to occur progressively; and
- i) Site disestablishment including reinstatement of CSA sites.

CSAs will be established within the Project site to facilitate the construction of the Project. The CSAs will provide some or all of the following:

- a) Site offices, kitchen/dining facilities, toilets;
- b) Recycling facilities;
- c) Plant and equipment laydown areas;
- d) Fuel storage and refuelling facilities; and
- e) Staff parking areas.

At completion of construction works, all CSAs will be removed and sites rehabilitated.

7.2 Earthworks

The estimated earthworks area and volumes for the Project are as follows:

- a) Earthworks area: approximately 345,000 m²;
- b) Cut volumes: approximately 229,000 m³ (excluding bridge works); and
- c) Fill volumes: approximately 212,000 m³ (excluding bridge works).

It is anticipated that the Urban Sections will generate a surplus of excavated material. This surplus will be stockpiled within the designation extent between Hilltop Road and Murphys Road. The Peri-Urban Section is anticipated to achieve a cut-fill balance, while the Rural Section will have a material deficit and will require imported fill. Overall, it is anticipated that 100,000m³ of imported material will be required for the Project.

Earthworks activities will be undertaken in accordance with the Erosion and Sediment Control Plan (**ESCP**) set (refer to **Appendix H2**), and the proposed earthworks conditions in the resource consent condition set (refer to **Appendix G2**).

Bulk earthworks will primarily be undertaken during the standard earthwork season (1st October – 30th April) to maximise productivity during the drier and warmer months. Where necessary, minor earthworks and civil construction activities may continue during the winter period, with appropriate erosion and sediment control measures implemented to manage erosion and sedimentation risks.

7.3 Construction hours

Construction works will typically occur between 07:30 and 18:00 Monday to Saturday but will be confirmed following the appointment of the Contractor. However, NZTA does not propose to limit construction days or hours by way of resource consent or designation conditions, as there are a number of activities which may need to occur outside these times for efficiency, safety, and environmental reasons. Examples include:

- a) Dust and erosion/sediment control management immediately preceding or following weather events;
- b) Vehicle and staff movements associated with the arrival and departure of workers at the beginning and end of a workday;
- c) Pre-start and close-down activities at the beginning and end of a workday; and
- d) Installation of road structures and pavement where night works are safer or less disruptive to live traffic, or where activities need to occur in one continuous effort (e.g. large concrete pours, crane lifts, or works in the bed of a stream while that stream is temporarily diverted).

Noise, dust and traffic effects of construction activities occurring at night, Sundays and public holidays will be appropriately managed by the Construction Noise and Vibration Management Plan (**CNVMP**), Construction Traffic Management Plan (**CTMP**) and the Dust Management Plan (**DMP**).

7.4 Construction methodology for key features

7.4.1 Murphys Road intersection

The Murphys Road intersection requires major earthworks and two large retaining walls to enable the road realignment. These walls will be built using bored concrete piles, capping beams, shotcrete, and facing panels, with temporary propping likely to be required due to their height. Material excavated between the walls will be reused elsewhere on the Project.

Construction will generally involve the following:

- a) **Site preparation** – Vegetation clearance, access tracks and work platform establishment and installation of erosion and sediment controls;
- b) **Retaining wall construction** – Drilling and pouring for piles, capping beam construction, and installation of temporary props;
- c) **Excavation between the walls** – Removing material, installation of drainage, applying shotcrete, and transporting excavated fill for reuse; and
- d) **Construction of the road** – Installation of drainage and completion of intersection works and tie-ins.

7.4.2 Bridge construction

The Project includes three bridges - the Mill Road crossover bridge, Puhinui Gully bridge and Cheesman's Bush bridge. Bridge construction will generally involve:

- a) **Site setup** – Work area establishment, vegetation clearance and ground preparation;
- b) **Substructure construction** – Foundation construction and installation of bridge supports, including piles, pile caps, columns, piers, abutments and associated earthworks (as required);
- c) **Superstructure and deck construction** – Beam placement, reinforcement installation, utility and drainage service installation, and bridge deck construction; and
- d) **Finishing works** - Installation of barriers, pavement surfacing, lighting installation, line marking and final road tie-ins.

The bridges at Puhinui Gully and Cheesman's Bush are located within SEAs. NZTA has undertaken significant work on the location, design and construction methodology relating to the bridges in order to avoid and minimise the impacts on the SEAs. This work has included early contractor engagement and input into the development of the construction methodology.

7.4.2.1 Puhinui Gully bridge

The construction footprint for the works at the Puhinui Gully bridge is shown on **Figure 7-1**. The construction methodology will involve:

- An eastern access track – Construction of an access track on the eastern side of the bridge to enable crane and piling rig operations while avoiding the large tōtara (Tree 422 shown indicatively in **Figure 7-1** below);
- Finger platforms – Installation of finger platforms at each pier location to support piling works. These platforms will be wide enough for a 250-tonne crawler crane and allow a semi-trailer to pass behind it (refer to **Figure 7-1**); and
- Permanent stream diversions – Construction of two permanent stream diversions beneath the bridge to ensure that the piers (and their supporting piles and pile caps) do not encroach into existing stream channels.

No vegetation clearance within the SEA is proposed outside the construction footprint identified in **Figure 7-1**. Significant Trees in this area have been surveyed and only two trees will be removed (Trees 42 and 43) and three trees will need to be trimmed (Trees 40, 44 and 422) to facilitate bridge deck construction. Machinery required to undertake these works (e.g. cranes or hiabs) will be confined to the construction footprint and no additional vegetation clearance will be required.

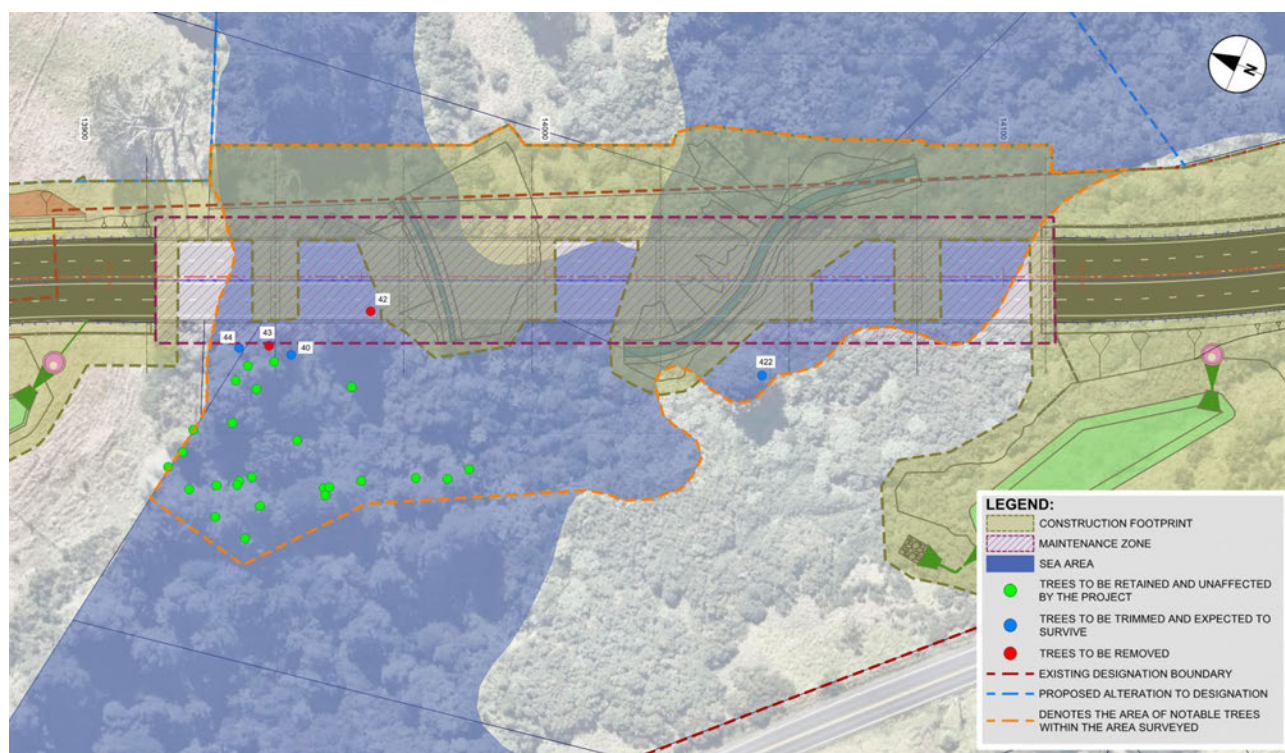


Figure 7-1: Puhinui Gully bridge construction layout

7.4.2.2 Cheesman's Bush bridge

The construction footprint for works at the Cheesman's Bush bridge is shown in **Figure 7-2**. The bridge span will be craned into position from either end of the bridge abutments in order to minimise the impacts on the SEA beneath the bridge structure. Two crane platforms will be constructed at the bridge abutments, one at each end of the bridge. These platforms will be located within the main bridge alignment footprint which means that no additional vegetation clearance is required beyond the construction footprint. Crane operations will occur from the top of the gully.

Tree removal, topping and trimming of specific trees (see **Figure 7-2** below) will occur to facilitate bridge deck construction. Machinery for these works will be limited to the construction footprint.

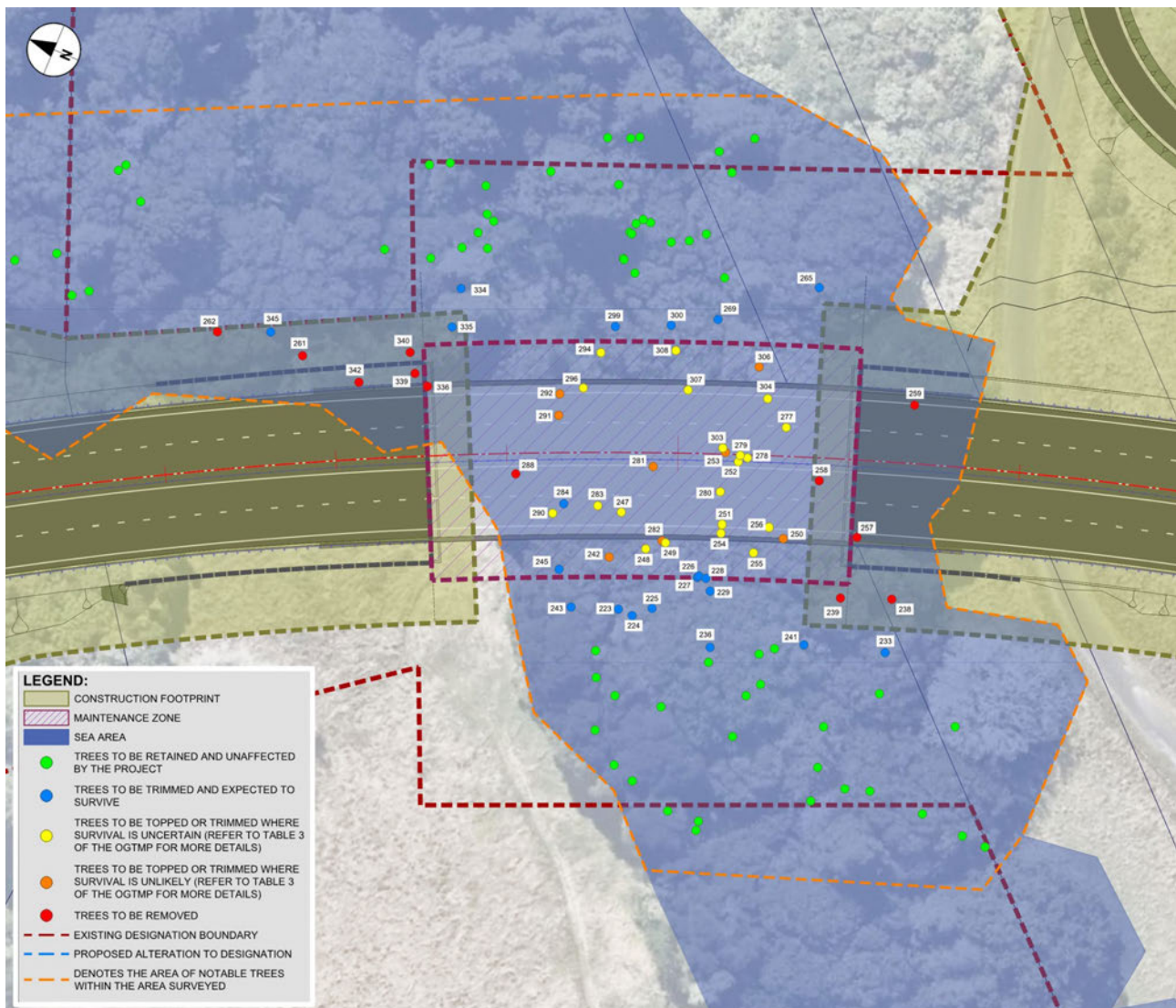


Figure 7-2: Cheesman's Bush bridge construction layout

8. Maintenance activities

Operation of the completed road corridor and associated infrastructure will involve ongoing maintenance requirements, including:

- Routine pavement and surface maintenance, line marking, sign maintenance etc;
- Cleaning, maintenance and repair of bridge structures (Puhinui Gully, Cheesman's Bush and Mill Road cross over bridges) including graffiti removal and bridge inspections. For the Puhinui Gully and Cheesman's Bush bridges, future maintenance activities will occur from a platform attached to the underside of each bridge and will be limited to the Bridge Maintenance Area (see **Figure 7-1** and **Figure 7-2**). The Bridge Maintenance Area comprises a 5m horizontal buffer around the bridge and extends 2m beneath the bridge deck. Tree trimming will also be undertaken to manage adjacent canopies from encroaching into the Bridge Maintenance Area;
- Cleaning of culverts, swales, stormwater ponds and other infrastructure; and
- Weeding, mowing and predator control of landscape and ecological planting.

9. Benefits of the Project

The Project is consistent with the overarching purpose of the FTAA, which is to “*to facilitate the delivery of infrastructure and development projects with significant regional or national benefits*”. The Project also forms a key component of the wider Corridor, which is a listed Project in Schedule 2 of the Act, reflecting its alignment with the purpose and intent of the FTAA.

9.1 Transport benefits

The transport benefits of the Project are set out in the Assessment of Transport Effects report (see **Appendix C10**) and are summarised below.

9.1.1 Improved traffic efficiency on Mill Road

The Project will enable faster and more efficient north-south travel movements for both general traffic and public transport, providing more reliable journey times for corridor users.

Figure 9-1 below shows that journeys along the Project corridor are predicted to be over 20% faster when compared to the Do Minimum (no Project) scenario in both 2031 and 2051, in the peak directions during peak hours.

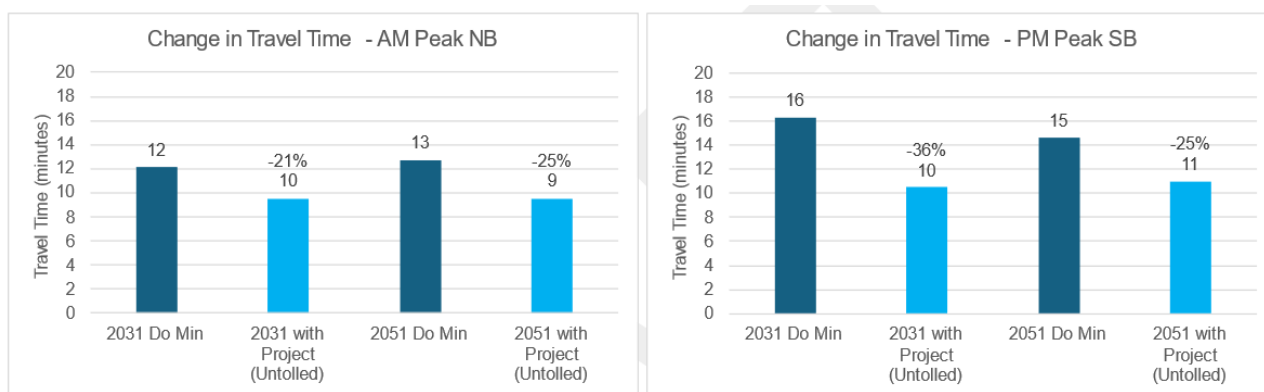


Figure 9-1: Travel time savings

With the Project in place, average travel times along the corridor are expected to be more consistent throughout the day. **Figure 9-2** below shows a reduction in the proportion of vehicle kilometres travelled (VKT) under congested conditions. While the modelling indicates that in the 2051 model year the proportion of congested VKT increases from 1% to 7% in the southbound direction, this level remains relatively low and is lower than the 2031 Do Minimum scenario of 9%.

In addition, implementation of the westbound bus lane in Urban Section 1 is predicted to reduce travel times along the corridor from six minutes to four minutes, representing a two-minute travel time saving in both peak periods.

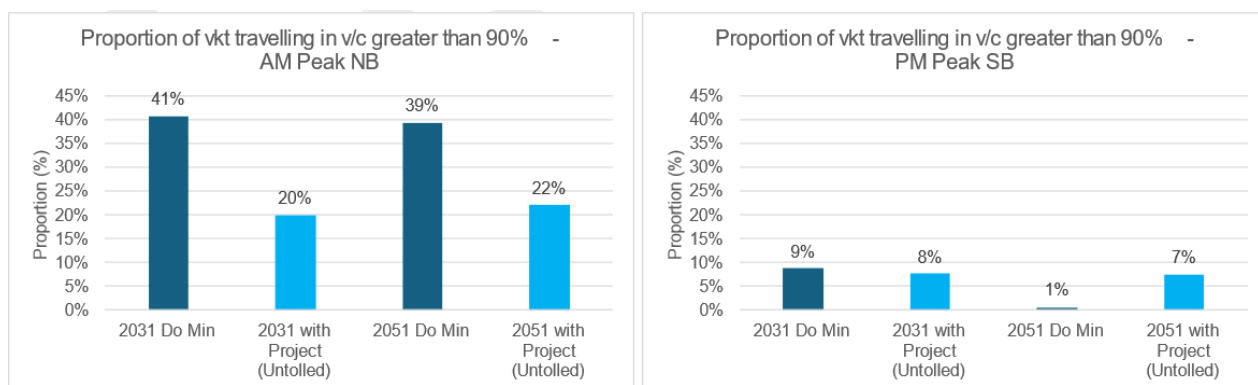


Figure 9-2: Proportion of travel along the corridor in congested conditions

9.1.2 Enhanced transport network resilience

Completion of the full Corridor, of which Stage 1 forms a significant part, will provide an alternative north-south route between Manukau to Drury. The corridor will serve as an appropriate alternative to Great South Road in the event of incidents on or closures of SH1. The increased capacity provided by the Corridor is predicted to attract and accommodate higher volumes of diverted traffic when incidents occur on parallel corridors.

9.1.3 Other transport benefits

The following co-benefits of the Project have also been identified:

- a) **Improved safety** – The Project is anticipated to reduce death and serious injury crashes by more than 50%. In addition, the provision of shared use paths and intersection upgrades will improve safety outcomes for active mode users in the Urban Sections;
- b) **Integration with the existing transport network** – The provision of the westbound bus lane and associated intersection upgrades will enable public transport travel time savings and improved corridor productivity;
- c) **Supporting housing development and economic growth** – The Project is anticipated to improve transport outcomes whilst population growth and associated traffic volumes increase in the surrounding area; and
- d) **Benefits in the context of Stages 2 and 3** – The Project establishes the foundation for the subsequent delivery of Stages 2 and 3 of the Corridor. Delivery of the Project will provide immediate capacity, efficiency and resilience improvements, with these benefits expected to be further realised when Stages 2 and 3 are operational, extending the corridor southwards to Takaanini and Drury.

9.2 Economic benefits

An Economic Benefits Report has been prepared to support this application (refer to **Appendix B2**). The assessment outlines the scale and significance of the Project's economic contribution to regional and national economies, particularly in relation to Auckland's southern growth areas, and the Project's potential to support national economic objectives through enhanced regional connectivity and land use integration.

9.2.1 Construction benefits

The Economic Benefits Report utilised an economic model⁴ to quantify the direct effects of construction expenditure, as well as the indirect and induced effects across the regional and national economy. This assessment also includes pre-implementation activities such as planning, design and consenting. The direct impacts represent the economic activity directly associated with expenditure required to deliver the Project. The indirect and induced effects represent the broader economic activity generated throughout the economy as a result of the Project, commonly referred to as flow-on effects. **Table 9-1** below summarises the key findings from the modelling.

⁴ Market Economics' (M.E) in-house Multi-Regional Input-Output (MRIO) model

Table 9-1: Summary of Construction Benefits

Benefit		Description	Value
Direct effects	Value added	The project's contribution to Gross Domestic Product (GDP) (excluding GST), calculated as the total value of construction activity minus intermediate inputs required to deliver that activity (e.g. building materials, consents, electricity, business services, and imported goods).	\$377 million in value added (GDP), from now until project completion
	Employment	Contribution to regional employment across the construction, professional services, and associated support sectors.	Approximately 4,084 job years of direct employment, over the construction period
Indirect and induced effects		The additional value added and employment stimulated by the initial (direct) investment, throughout Auckland and elsewhere in New Zealand	Approximately \$803.5 million in indirect and induced value added (GDP)
Total construction benefits	Value added		Approximately \$1.18 billion in value added (GDP) over the construction period
	Employment		Approximately 11,613 job years, both within Auckland and throughout other parts of New Zealand

When the direct impacts and flow-on effects are combined, the total economic benefit of the Project is estimated at approximately \$1.18 billion in value added (GDP) over the construction period, expressed in current terms. In terms of employment, the Project is projected to sustain the equivalent of approximately 11,613 job years, not only within the Auckland region, but also across the rest of the North Island and other parts of New Zealand across multiple sectors.

The economic impacts during the construction phase and the benefits that flow from them, are regionally significant for Auckland. They illustrate not only the direct employment sustained through construction expenditure, but also how that expenditure circulates through the wider economy, generating indirect and induced employment across a broad range of sectors. The majority of supported employment is concentrated in construction and professional services, which is consistent with the nature and delivery model of the Project.

The Project will also contribute to the regional construction work pipeline, helping to sustain employment over a multi-year period. On average, the Project's annual supported employment is equivalent to approximately 0.5% of Auckland's 2024 construction sector workforce, increasing to around 1.0% at peak construction. A similar pattern is observed within the professional services sector, where peak supported employment is equivalent to approximately 0.4% of the sector's workforce.

9.2.2 Operational benefits

Operational benefits are those that arise once the Project has been completed and is operational. These benefits reflect positive outcomes for individuals, businesses, and the wider transport system as the corridor begins to influence travel behaviour, network performance, and patterns of urban development.

The Project is expected to generate operational benefits that are significantly greater than the construction-phase. As outlined in the Economics Benefits Report (refer to **Appendix B2**), many of these operational benefits draw on the findings of the Investment Case and can be quantified and monetised in accordance with NZTA's transport appraisal guidance. These benefits are summarised below:

Table 9-2: Summary of Operational Benefits

Benefit	Description	Estimated Net Present Value (NPV)
Transport efficiency	Reduced travel times and improved travel time reliability	\$4,185 million
Road safety	Improved road design and reductions in crash risk	\$268 million
Active mode	Improved provision for walking and cycling	\$33 million
Resilience	Improved resilience to Auckland's transport network and response to unplanned events	\$376 million
Wider economic benefits	Productivity gains through agglomeration, improved labour access and market efficiency	\$795 million
Total operational benefits		\$5.7 billion

The total operational economic benefits generated by the development of the Project are significant at both a regional and national level. In net present value (NPV) terms, the Project is expected to deliver approximately \$5.7 billion in economic benefits.

The Economics Benefits Report assumes this route is untolled but includes a sensitivity analysis of a tolled scenario. Even if tolling were to be applied, the benefits remain regionally and nationally significant, with the tolled scenario generating approximately \$4.4 billion in present value terms.

These benefits encompass a wide range of transport and economic impacts, including travel time savings, reductions in vehicle operating costs, public transport and active mode outcomes, network resilience benefits, and wider economic benefits, all of which contribute to the overall improvement of the region's transport efficiency and economic productivity.

In the context of Auckland's economy (which contributes around a third of New Zealand's national GDP), these figures represent a major net gain and reflect the Project's strategic importance. The scale of these benefits demonstrates that the Project will make a significant and enduring contribution to the Auckland regional economy. In this regard, the Project can be viewed not only as a transport intervention but a region-shaping investment with the potential to enhance economic resilience, support growth, and improve quality of life across southern Auckland.

Regardless of funding or tolling arrangements, the Economic Benefits Report concludes that the scale of the Project's economic benefits is nationally significant. While the benefits are concentrated primarily within the Auckland region, flow-on impacts extend across the North Island, contributing positively to the wider national economy. In addition, the benefits accruing to individuals, businesses, and the broader transport network as the corridor influences travel behaviour, network performance, and urban development are substantial.

9.2.3 Wider land use benefits

The Project traverses, or is in close proximity to, several areas where significant growth capacity is already enabled through the AUP. These areas include Manukau, which is identified as a sub-regional node, and Drury, which is a priority growth area under the FDS. As set out in Section 3.1, there is a need for the Project to service the growth already enabled through the AUP.

9.2.4 Benefits summary

The table below summarises the economic benefits associated with the construction and operation of the Project. It reflects the Project's strategic importance not only in the context of Auckland's economy but also relative to other projects that have been approved under the FTAA. The estimated scale of the Project's benefits, ranging from \$4.3–\$5.6 billion, places it among the most economically significant projects assessed under the FTAA. The Project is clearly able to demonstrate significant economic benefits.

Table 9-3: Summary of Economic Benefits

Benefit	Description	Total (Net Present Value)
Construction-phase		
Construction-phase economic benefits	The Project will generate significant short- to medium-term economic activity through planning, design, and construction. This activity is expected to support employment and business growth in Auckland's construction, engineering, and professional services sectors, with wider flow-on effects across the regional economy.	\$1,180 million (\$1.18 billion)
Operational-phase		
Traffic benefits	The largest benefit category, reflecting travel time savings, reduced congestion, improved trip reliability, and lower vehicle operating costs for both people and freight. These outcomes support productivity and economic efficiency across southern Auckland.	\$4,185 million
Road safety benefits	Improvements to corridor design and network performance are expected to reduce crash risks and associated social and economic costs, particularly along high-traffic routes.	\$268 million
Active mode benefits	Provision of shared paths and pedestrian infrastructure increases opportunities for walking and cycling, contributing to improved health, safety, and decongestion outcomes.	\$33 million
Resilience benefits	The Corridor enhances the reliability of Auckland's transport network by providing a critical north-south alternative to SH1. This reduces vulnerability to incidents and closures, supporting both reliable passenger and freight movement.	\$376 million
Wider Economic Benefits (WEBs)	Broader economic benefits arise from improved access to jobs, markets, and services. Enhanced connectivity supports business growth, workforce participation, and long-term regional productivity.	\$795 million
Total Operational Benefits	The combined operational benefits demonstrate the long-term value of the Project, with overall economic gains substantially exceeding construction-phase impacts.	\$5,657 million (\$5.66 billion)

9.3 Social benefits

The Social Impact Assessment (SIA) (refer to **Appendix C12**) prepared in support of this application, identifies a range of positive social impacts. These social benefits are summarised below in terms of accessibility, equity, health, and community safety outcomes.

9.3.1 Accessibility

The Project delivers significant social benefits by enhancing connectivity and accessibility across rapidly growing areas such as Drury, Papakura, Flat Bush, and Manukau. It enables more reliable journey times and improves access to schools, workplaces, shops, and essential services. Active transport paths and upgraded bus routes have been positively received by the community through recent engagement and are considered to contribute to a more inclusive and connected community.

9.3.2 Equity

The Project provides equity benefits for surrounding communities. These benefits include improved access to a range of transport options for diverse populations. The inclusion of bus lanes and active mode facilities enhances mobility for people who do not have access to private vehicles, including youth, elderly individuals, and those with disabilities. Collectively, these features promote inclusive transport access and support more equitable outcomes across the community.

9.3.3 Health outcomes

The Project is expected to deliver significant improvements in health outcomes for the community. Road safety upgrades will reduce the risk of accidents for pedestrians, cyclists and drivers. These safety improvements are particularly important in the vicinity of the following locations:

- a) Alfriston School;
- b) The Gardens Early Childhood Education (Alfriston);
- c) Alfriston Hall;
- d) Tōtara Park, including the Mountain Bike Club, trails and scenic lookouts;
- e) Tōtara Park Equestrian Centre; and
- f) Places of worship, including Wat Dipadhammarama and the Manurewa Assembly of God.

The transport improvements support better access to health services by reducing travel times and enhancing connectivity, while the inclusion of active mode facilities encourages walking and cycling. Community feedback has highlighted strong support for these changes, particularly in relation to the Murphys Road intersection, where frequent near miss incidents have raised safety concerns.

Landscaping that forms part of the Project will contribute to the expansion of urban ngāhere (forest) in South Auckland, which will improve air quality, reduce the urban heat island effect, and enhance public amenity. These environmental improvements support a more resilient and healthier community.

9.4 Environmental benefits

The Project will deliver the following key environmental benefits:

- a) Water quality improvements through the provision of stormwater treatment in areas where little or no treatment is currently provided and treatment to standards exceeding the requirements of the AUP in some locations;
- b) Stream hydrology benefits within the Urban Sections;
- c) A reduction in flood hazard risk to road users at Ranfurly Road;
- d) The Project will result in net gain outcomes for stream and wetland ecological values. In total, 818m of stream restoration is proposed across three stream extents, along with 0.956ha of wetland restoration across four locations; and
- e) Positive visual amenity effects, particularly within the Tōtara Park and Alfriston areas.

10. Mana Whenua Partnership

NZTA recognises and respects Te Tiriti o Waitangi. This sets the foundation for how NZTA partners with Mana Whenua to build strong, meaningful and enduring relationships. The principle of partnership in the context of this Project means a commitment from NZTA to ongoing and regular engagement with Mana Whenua in a manner that is open and transparent so that Mana Whenua continue to influence decision making across the Project.

Mana Whenua have a long-standing involvement with the Project which commenced in 2012. The following sections set out the cultural landscape for Mana Whenua and summarise the engagement undertaken to date including:

- a) Mana Whenua involvement through the previous phases of the Project including the NoRs lodged in 2014 and confirmed in 2016, and Te Tupu Ngātahi between 2019-2021; and
- b) Partnership through the current phase of the Project, including how Mana Whenua feedback has informed the design, the application, and the supporting management plans.

10.1 Cultural landscape

This section discusses the significance of the cultural landscape to Mana Whenua. It is based on the Māori Values Assessments (**MVAs**) and Cultural Values Assessment (**CVA**) prepared for the AT NoRs and feedback in hui. This provides the context for engagement with Mana Whenua and the reason for some of the design changes, including where this has resulted in an alteration to the designations (further discussed in Part C) of the SAR.

The Project traverses a significant cultural landscape for Mana Whenua. It follows ridgelines that are located inland from the Manukau Harbour and Puhinui areas to the west. It is understood that these ridgelines acted as ara hīkoi – ancestral tracks – and are also highly valued as the source of the headwaters of the Puhinui Creek, Ōtara Creek, and Papakura Stream. It is also understood that Mana Whenua view streams and waterways as single entities from their headwaters to their coastal outlet. Accordingly, the streams associated with these ridgelines have important cultural and customary significance for Mana Whenua groups that historically settled near and relied upon these waterways.

The remnants of the indigenous bush cover across the Project alignment also have strong cultural value, particularly the Puhinui Gully and Cheesman's Bush. Both these areas retain native bush cover and remnant old-growth trees (including mature kahikatea, puriri and rimu trees). These native trees and bush areas hold deep cultural and customary values to Mana Whenua that stem from ancestral associations with Tānemahuta (the Māori god of the forest and forest animals) and sustaining the mauri of Papatuuānuku (earth mother) as well as 'te reo me ōna tikanga' (Māori language and custom) and customary practices. For Mana Whenua in this area, Cheesman's Bush and Puhinui Gully are among the last remaining examples of ancestral ngāhere within their rohe. Through kōrero with Mana Whenua, it is also understood that the Pūriri tree is deeply sacred and associated with the mourning and burial of the dead – historically, after the death of a Rangatira or person of high mana, customary rituals were carried out using puriri leaves after which the body would be left to decompose and bones entombed within the tree.

The wider area also includes several pā sites and sites of significance to Mana Whenua that are directly associated with the Puhinui Stream, the Papakura Stream, and the Tamaki River.

NZTA acknowledges the impacts of the Project on the cultural landscape and the relationship between Mana Whenua (and their customs and traditions) with the landscape. NZTA is committed to working in partnership with Mana Whenua to identify measures to manage these impacts. The sections to follow summarise the engagement processes undertaken to date, how Mana Whenua have been involved in refining the design to minimise impacts on the cultural landscape, and describe the development of the mitigation package, which is discussed throughout the application and in particular in Parts C and D of this SAR.

10.2 Partnership through previous phases of the Project – NoR process – 2012-2016

The Assessment of Environmental Effects (**AEE**) prepared to support the NoRs lodged in 2014 outlines the engagement undertaken with Mana Whenua at that time. In summary, AT invited the following iwi, who at that time expressed an interest in being involved in the Project:

- a) Te Ākitai Waiohū;
- b) Ngāi Tai ki Tāmaki;
- c) Ngāti Tamaoho;
- d) Ngāti Te Ata Waiohū; and
- e) Ngāti Paoa.

This engagement occurred between 2012 and the lodgement of the NoRs in 2014 and included an initial presentation by the NoR Project Team, followed by site visits and hui. As part of the NoR process, Te Ākitai Waiohū, Ngāti Te Ata Waiohū, Ngāi Tai ki Tāmaki and Ngāti Tamaoho prepared MVA or cultural statements. At the time, a CVA was also commissioned by AT which considered the recommendations of the four MVAs and identified measures to recognise and provide for cultural values and interests. Mana Whenua were involved in the development and refinement of the CVA, which subsequently informed the designation conditions and was lodged as part of the NoR application.

Acknowledging the time that has passed since the NoR process, the ongoing reliance on the MVAs and CVA was discussed with Mana Whenua at the outset of the current phase of the Project. Mana Whenua advised that while the MVAs/CVA provide useful historical context regarding the cultural significance of the area, some recommendations are outdated, and/or aspects of the recommendations have evolved. Mana Whenua were invited to prepare addendums or new CVAs as part of the current phase of the Project. However, based on the strength of the partnership that had been built up over the years of engagement on the Project, at the time Mana Whenua preferred that meaningful engagement occur through working group hui to inform the development of the Project. This is discussed in more detail in Section 10.4 below.

10.3 Te Tupu Ngātahi

Engagement with Mana Whenua continued in 2019 as part of Te Tupu Ngātahi. Initially, this engagement focused on the full extent of the Corridor (Manukau to Drury) and was undertaken through monthly Te Tupu Ngātahi Southern hui. Following the announcement of the New Zealand Upgrade Programme (**NZUP**) and subsequent rescoping of the Project in 2020, the implementation of the northern section (now referred to as Stage 1 and subject to the existing designations confirmed in 2016) was included in discussions with Mana Whenua.

In addition to Te Tupu Ngātahi hui, NZTA recognised the challenging timeframes associated with NZUP and therefore established two additional hui to provide Mana Whenua with opportunities to influence decision-making:

- a) The Pan-partner hui was established for the purpose of identifying options for the project and was attended by senior representatives from Treasury, Ministry of Transport and Ministry of Housing and Urban Development alongside AT, NZTA, and Auckland Council; and
- b) Regular debrief hui were established to address Mana Whenua partnership aspirations through the relevant documentation (i.e. supporting inputs to the business case).

As part of this phase, the existing designation conditions as they relate to Mana Whenua involvement were extensively discussed with Mana Whenua. This included workshops to understand the condition requirements in the context of an 'implementation ready' project that NZUP sought rather than the 'route protection' project that the designation conditions anticipated. The outcomes of these discussions were further refined with Mana Whenua through this phase of the Project. This is discussed in the section below and Part C of the SAR.

10.4 Partnership in the current phase of the Project

NZTA recognise the enduring role of Mana Whenua and acknowledges the previous commitments made to Mana Whenua by AT. The partnership with Mana Whenua during the current phase has been built on previous engagement. NZTA also value the individual voices of Ngā iwi o Tāmaki Makaurau. Accordingly, iwi were formally invited at the start of this phase of the Project to continue to be involved or engage in the design and implementation of the Project.

The following iwi have been working in partnership with NZTA⁵:

- a) Te Ākitai Waiohū;
- b) Ngāi Tai ki Tāmaki;
- c) Ngāti Tamaoho;
- d) Ngaati Whanaunga;
- e) Ngāti Maru;
- f) Ngaati Te Ata Waiohū;
- g) Ngāti Paoa Iwi Trust;

⁵ NZTA have also communicated with Waikato-Tanui. This has included providing updates and invitations to some working group hui (as discussed with the relevant representatives). NZTA have also received confirmation from Te Kawerau a Maki that they don't have an interest in the Project.

- h) Te Ahiwaru; and
- i) Ngāti Tamatera Treaty Settlement Trust.

During the project establishment phase, the Project Team met with Mana Whenua to discuss the consenting strategy for the Project and the FTAA approval process. This included a discussion on:

- a) Design refinements;
- b) Likely consent requirements;
- c) The scope of alterations to the existing designations;
- d) The proposed approach to conditions; and
- e) Required technical assessments.

Mana Whenua acknowledged NZTA's need to proceed to construction of the Project as quickly as possible and expressed a desire to work collaboratively with the Project Team to identify what assessments and management plans they were particularly interested in and those assessments and management plans that they would like to be updated on. This discussion was the basis for the working group hui that has taken place fortnightly over the last year. Feedback from the hui has shaped the development of the design, and the various assessments and management plans as outlined at Part C of this SAR. Mana Whenua also informed the selection of technical specialists (with a particular focus on the cultural capability of the specialists) who have prepared assessments and management plans for the Project.

As part of the project kick off and prior to the site investigations commencing, a cultural induction was led by Mana Whenua. This induction gave the Project Team (including technical specialists and the investigation team) an opportunity to gain a deeper understanding of Māori cultural values, protocols, and the cultural significance of the landscape that the Project traverses. Specialists were also able to engage in discussions with Mana Whenua regarding their expertise which subsequently informed their assessments, alongside other discipline-focused hui.

Mana Whenua cultural monitors/kaitiaki attended the induction and were introduced to the site investigations team. Prior to any investigations commencing, Mana Whenua requested that the Project Archaeologist review the proposed survey locations and identify culturally sensitive areas using a traffic light system. Cultural monitors subsequently went out to site with the Project Archaeologist and the investigation team at various times between May and July 2025 to provide cultural oversight during the site investigation works, primarily at sites identified as amber or red.

Early in the hui programme, the Project Team worked with Mana Whenua to explore what 'good' outcomes would look like for the Project. These discussions recognised Mana Whenua's longstanding involvement in the Project and drew on discussions regarding lessons from their recent experiences through Te Tupu Ngātahi and other NZTA projects. Through these hui, Mana Whenua indicated a preference to build on the core Māori values framework that was developed as part of Te Tupu Ngātahi rather than start over. It was considered that the core Māori values framework provides a good starting point for technical specialists to work with Mana Whenua to determine what these values could look like in the context of the Project. A summary of these values is set out in **Table 10-1** below.

Table 10-1: Core Māori Values Framework

Value	Definition
Rangatiratanga	The right to exercise authority and self-determination within one's own iwi / hapū realm
Kaitiakitanga	Managing and conserving the environment as part of a reciprocal relationship, based on the Māori world view that humans are part of the natural world
Wairuatanga	The immutable spiritual connection between people and their environments
Mātauranga	Māori / Mana Whenua knowledge and understanding
Whanaungatanga	A relationship through shared experiences and working together provides people with a sense of belonging
Kotahitanga	Unity, cohesion and collaboration
Manaakitanga	The ethic of holistic hospitality whereby Mana Whenua have inherited obligations to be the best hosts they can be

While it was acknowledged through hui that only Mana Whenua can speak to the implementation of these values, Mana Whenua considered that it was important to appoint Mana Whenua technical advisors to work together with the Project Team's technical specialists in the first instance. This approach enabled early identification of opportunities (such as through design refinement) for the implementation of the cultural values, which could then be presented and discussed further with Mana Whenua through hui.

Accordingly, NZTA engaged additional independent planning, ecology, urban design and transport advisors (selected by Mana Whenua) to support Mana Whenua through this phase of the Project. The Project Team has since worked collaboratively with these technical advisors by providing briefings, regular updates and opportunities for early reviews of the technical assessments. Additional technical hui were held (alongside the fortnightly Mana Whenua working group hui) to discuss feedback from these reviews and how this feedback could be appropriately incorporated into the Project design, assessments and management plans.

As part of the fortnightly working group hui, dedicated caucus time was included for Mana Whenua and their technical advisors to meet separately, discuss issues and provide updates (amongst other things) including from technical hui with the Project Team. Where appropriate, feedback from the caucus sessions was provided to the Project Team either for response at subsequent hui or through written updates, depending on the nature of the feedback. This process enabled regular review of the Project design and assessments with Mana Whenua and in summary has resulted in the following key outcomes:

- a) **Stormwater design and treatment** – Mana Whenua have sought stormwater treatment outcomes of more than 75% total suspended solid (**TSS**) removal on a long term annual average basis. The stormwater philosophy was informed by working in partnership with Mana Whenua and has resulted in improved treatment quality over minimum standards where practicable. These outcomes are reflected in the proposed conditions, which require adoption of a “treatment train” approach and the use of vegetated based treatment systems, where practicable. Mana Whenua have also indicated a preference for the provision of bridge structures rather than culverts when crossing waterways. Notwithstanding this, through hui with the technical team, Mana Whenua recognise that there are other constraints along the corridor where this outcome cannot be achieved. Stormwater designs have also been refined in response to Mana Whenua feedback where practicable. For example, at the Alfriston Road roundabout, a stream diversion is now proposed to reduce the culvert length and minimise impacts on the stream.
- b) **Old growth trees** – Through additional surveys and assessments undertaken to support this application, there is now a better understanding of the location, species and likely age of old growth trees within the SEAs affected by the Project compared to the 2014 NoR process. Mana Whenua have shared the strong cultural and customary significance of these trees particularly within Cheesman's Bush and Puhinui Gully and have identified impacts to these trees as a significant adverse effect on cultural values. While Mana Whenua strongly oppose the removal of any ancestral raakau/trees and continue to maintain this position, Mana Whenua have worked collaboratively with NZTA to identify design solutions that avoid the greatest impact on ancestral raakau and where this is not practicable, recommend mitigation to manage the effects of their removal from a cultural perspective.
- c) **Urban design** – Recognising that the Project traverses a significant cultural landscape, Mana Whenua sought for the Project to provide for a strong sense of place by reflecting the core Māori values through the design of the Project. The ULDMP has been developed through an iterative process of engagement with Mana Whenua and provides guidance on the design outcomes sought for the Project with a particular focus on te taiao, the natural world. Notwithstanding this, NZTA recognise that Mana Whenua may wish to develop their own cultural design outcomes as the design is further developed and this will be provided for through ongoing engagement with Mana Whenua through the implementation phase.
- d) **Tōtara Park** – Mana Whenua expressed a desire to be involved in the restoration works at the main entrance of Tōtara Park. The ULDMP outlines the design outcomes sought for Tōtara Park and notes that these will be further refined with Mana Whenua as well as the Manurewa Local Board and AC Parks as set outlined in Section 11 below.
- e) **Ecological mitigation package** – Measures to manage adverse effects of the Project on both terrestrial and freshwater/wetland ecology have been a key focus for Mana Whenua. These matters have been discussed at both working group and technical hui. Mana Whenua have identified how they wish to be involved in the implementation of the proposed ecology mitigation package, including through seed collection within the SEAs, pest management activities, notification before the removal of ancient raakau and opportunities to repurpose ancient raakau following their removal. The ecological mitigation package aligns with but is separate to mitigation relating to effects on cultural values from the loss of ancestral raakau.

Notwithstanding the above and as set out in the Iwi Engagement Summary, Mana Whenua consider that no mitigation can remedy the adverse effects of losing ancient raakau. The Iwi Engagement Summary also records how the partnership between Mana Whenua and NZTA has been impacted by decisions outside the Project Team. At the time of lodgement, NZTA is still in discussions with Mana Whenua to address these concerns and remain committed to maintaining an effective and meaningful partnership with Mana Whenua and to fostering a positive and productive working relationship throughout delivery of the Project.

10.5 Treaty settlements

The table below outlines the Treaty settlement provisions that apply within the Project area.

Table 10-2 – Relevant Treaty Settlements

Treaty settlement	Relevant principles and provisions and redress relevant to the Project
Ngāti Tamaoho Deed of Settlement	Ngāti Tamaoho signed a Deed of Settlement with the Crown on 30 April 2017. The settlement agreement identifies both a general area of interest and more specific statutory acknowledgements and deeds of recognition over other identified areas. None of the identified area are affected by the Project. The Deed of Settlement records that Ngāti Tamaoho has a general interest over the whole of Auckland (and beyond). The Ngāti Tamaoho area of interest therefore includes the Project. The Deed recognises that Ngāti Tamaoho has a connection with the natural, cultural and historic environments within this area. There are the provisions of the Deed that require consent authorities and Heritage New Zealand Pouhere Taonga to have regard to the above statutory acknowledgement area when exercising their powers in relation to affected persons. Section 5 of the Deed contains the following principles that are relevant to the Project: a) Promoting a coordinated, co-operative, and collaborative approach to natural resource and environmental management, restoration and care within the Ngāti Tamaoho area of interest; b) Ngāti Tamaoho working with public agencies and others to achieve mutually beneficial goals and objectives through joint projects, contracted delivery of goods and services, and providing advice, information and other assistance; c) Supporting the building of the capability and capacity of Ngāti Tamaoho in environmental management in a way that will be a legacy for future generations; d) Recognising the importance of encouraging pride in Ngāti Tamaoho cultural identity, and by encouraging awareness and use of matauranga Tamaoho to support environmental management; and e) Working together to ensure the whenua, the moana, and the awa are one day again capable of sustaining the cultural traditions, practices and uses of Ngāti Tamaoho. Ngāti Tamaoho have been directly involved with the Project since 2012 and provided a cultural statement as part of the 2014 NoR. As part of this phase of the Project, NZTA has engaged with Ngāti Tamaoho through regular working group hui to address the above principles. NZTA will continue this engagement with Ngāti Tamaoho throughout the construction phase of this Project.
Te Ākitai Waiohū Deed of Settlement	Te Ākitai Waiohū signed a Deed of Settlement with the Crown on 12 November 2021. Te Ākitai Waiohū have a statutory acknowledgement over Tū-ngā-waka / St Johns Redoubt. Part of Tū-ngā-waka / St Johns Redoubt is within the existing designation for the Mill Road Project. NZTA does not need to permanently acquire the land subject to the Deed of Settlement in the Tū-ngā-waka / St Johns Redoubt to construct the Project. However, temporary occupation will be required of a very small portion of the site in order to regrade the existing vehicle access into the site. Schedule 5 of the Deed of Settlement also requires relevant consent authorities to: a) Forward summaries of resource consent applications for an activity within, adjacent to or directly affecting a statutory area to the governance entity; and b) Forward a copy of a notice of a resource consent application served on the consent authority under section 145(10) of the RMA to the governance entity; and c) Enable the governance entity, and any member of Te Ākitai Waiohū, to cite the statutory acknowledgement as evidence of the association of Te Ākitai Waiohū with an area.

Treaty settlement	Relevant principles and provisions and redress relevant to the Project
	Te Ākitai Waiohū have been directly involved with the Project since 2012 and provided a cultural statement as part of the 2014 NoR. NZTA has discussed the regrading of the existing access to Tū-ngā-waka / St Johns Redoubt with Te Ākitai Waiohū and the Department of Conservation (DOC). These discussions will continue prior to the start of construction in the vicinity of Tū-ngā-waka / St Johns Redoubt and will form part of the concession process (although a concession is not being sought as part of this application). In addition, NZTA will continue to engage with Te Ākitai Waiohū through the construction phase of the Project.
Ngaati Te Ata Waiohū	No settlement has been agreed. Ngaati Te Ata Waiohū have been directly involved with the Project since 2012 and provided a cultural statement as part of the 2014 NoR. NZTA have engaged with Ngaati Te Ata Waiohū through this phase of the Project and will continue this engagement through the construction of the Project.
Ngāi Tai ki Tāmaki Deed of Settlement	Ngāi Tai ki Tāmaki signed a Deed of Settlement with the Crown on 7 November 2015. The Project falls within the Ngāi Tai Tribal rohe. There are no identified cultural redress sites or treaty settlement provisions that are impacted or relevant to the Project. Ngāi Tai ki Tāmaki, has been directly involved with the Project since 2012 and provided a cultural statement as part of the 2014 NoR. NZTA has engaged with Ngāi Tai ki Tāmaki in this phase of the Project and NZTA will continue this engagement through the construction of the Project.
Ngāti Paoa Deed of Settlement	Ngāti Paoa signed a Deed of Settlement with the Crown on 20 March 2021. There are no specific provisions or principles in the settlement that directly apply to the Project (i.e. no statutory acknowledgements or cultural redress sites within the Project area). NZTA has engaged with Ngāti Paoa through this phase of the Project and NZTA will continue this engagement through the construction phase of the Project.
Ngāti Maru (Hauraki) Deed of Settlement	Ngāti Maru (Hauraki) initialled a Deed of Settlement with the Crown on September 8, 2017, and is subject to ratification by their members. No relevant principles or provisions have been identified. NZTA has engaged with Ngāti Maru through this phase of the Project and will continue this engagement through the construction phase of this Project.
Ngaati Whanaunga Deed of Settlement	Ngaati Whanaunga initialled a Deed of Settlement with the Crown on August 25, 2017, and is subject to ratification by their members. No identified cultural redress sites or treaty settlement provisions are impacted or affected by the Project. NZTA has engaged with Ngaati Whanaunga through this phase of the Project and will continue this engagement through the construction phase of the Project.
Ngāti Tamaterā Deed of Settlement	Ngāti Tamaterā initialled a Deed of Settlement with the Crown on September 20, 2017. No relevant principles or provisions have been identified. NZTA has engaged with Ngāti Tamaterā through this phase of the Project and will continue this engagement through the construction phase of this Project.
Te Ahiwaru	A record of settlement could not be found. NZTA has engaged with Te Ahiwaru through this phase of the Project and will continue this engagement through the construction phase of this Project.
Marutūāhu Collective Redress	There is a memorandum of understanding between the Marutūāhu Iwi and NZTA in the Marutūāhu Iwi Collective Redress Deed. Relevant principles in the memorandum of understanding include: a) Working in a spirit of co-operation; b) Ensuring early engagement on issues arising in the Agreement area; c) Operating a 'no surprises' approach; d) Acknowledging that the relationship is evolving, not prescribed; e) Respecting the independence of the parties and their individual mandates, roles and responsibilities; f) Recognising and acknowledging the mutual respect from the parties working together by sharing their vision, knowledge and expertise; and g) Committing to the highest level of engagement. NZTA has engaged with the Marutūāhu Iwi (in particular Ngāti Maru, Ngāti Tamaterā Iwi Settlement Trust and Ngaati Whanaunga) in a manner that is consistent with the above principles throughout this phase of the Project. NZTA will continue this engagement through the construction phase of the Project.
Pare Hauraki Collective	There are principles in section 4.16 of the Pare Hauraki Collective Redress Deed which relate to a culture of natural resource partnership. They include:

Treaty settlement	Relevant principles and provisions and redress relevant to the Project
	a) Full respect for Te Tiriti o Waitangi; b) Full respect for the tino rangatiratanga of the Iwi of Hauraki; c) Full respect for the intergenerational kaitiaki responsibilities of the Iwi of Hauraki; d) Full respect for the kawanatanga of government e) Promoting inclusive and mutual outcomes for all people; f) Commitment to partnerships based on good g) Faith, integrity, honesty, transparency and accountability; h) Recognition that the health and wellbeing of the people is integrally linked to the health and wellness of the Pare Hauraki world; and i) Recognition that the whenua binds all people together. NZTA has engaged with the Pare Hauraki Iwi, (in particular Ngāi Tai ki Tāmaki, Ngāti Maru, Ngāti Tamaterā and Ngaati Whanaunga) in a manner that is consistent with the above principles. NZTA will continue this engagement through the construction phase of this Project.
Waikato-Tainui Deed of Settlement	No relevant principles or provisions affecting the Project have been identified. NZTA has, however, had communication with representatives of Waikato-Tainui and they have been invited to some hui during this phase.
Te Kawerau ā Maki Deed of Settlement	Te Kawerau ā Maki signed a Deed of Settlement with the Crown on 20 March 2021. No relevant principles or provisions affecting the Project have been identified.
Ngāti Hako	No settlement has been agreed.
Ngāti Koheriki	No settlement has been agreed.

Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014

The Ngā Mana Whenua o Tāmaki Makaurau conservation relationship agreement establishes a consultation process in relation to approvals under the Wildlife Act.

The agreement requires iterative engagement with Ngā Mana Whenua o Tāmaki Makaurau on identified categories of authorisation that may have a high impact on their spiritual, ancestral, cultural, customary, and historic values. That process includes DoC seeking feedback from Mana Whenua, confirming how that feedback will be included in decision making processes, considering how Mana Whenua interests are reconciled with other considerations, and communicating the final decision to them.

The agreement states that DOC will actively advise and encourage all prospective applicants within the Tāmaki Makaurau region to consult Ngā mana whenua before filing their application. In accordance with Clause 11.5 of the Ngā Mana Whenua o Tāmaki Makaurau conservation relationship agreement, NZTA has engaged with Ngāi Tai ki Tāmaki, Ngāti Tamaoho and Te Ākitai Waiohūa regarding the Wildlife Act approval through working group hui prior to lodging its application.

11. Consultation and Engagement

11.1 Overview

The Corridor has been the subject of extensive engagement over a long period, predating the Auckland Council amalgamation in 2010. Engagement can be grouped into three periods:

- Engagement led by AT in relation to the NoRs for the Redoubt Road-Mill Road Corridor project during the 2012-16 period;
- Engagement undertaken to inform the optioneering and business cases for the full Corridor as part of Te Tupu Ngātahi from 2018-23; and
- Ongoing engagement led by NZTA since 2024 to inform the current iteration of the Project, building on previous engagement.

The stakeholder groups that have been engaged are summarised in **Table 11-1**.

Table 11-1: Summary of stakeholders

Stakeholder grouping	Individuals and groups
Partners	Mana Whenua (see Section 10 above)
Key stakeholders	Auckland Council (council officers and AC Parks)
	AT (since NZTA assumed responsibility for the Project in 2024)
Auckland Council Elected Members	Relevant Councillors
	Howick Local Board
	Ōtara-Papatoetoe Local Board
	Manurewa Local Board
	Papakura Local Board
	Franklin Local Board
Network Utility Operators	Watercare
	Transpower
	Vector
	Eon Fibre (One NZ)
	Chorus
	Nova Gas
	First Gas
Tōtara Park user groups	Pony Club, Adult Riding Club, Riding for the Disabled, Mountain Biking Club
Government agencies	Ministry for the Environment, Department of Conservation, HNZPT
Education facilities	Alfriston School
	The Gardens Early Childhood Education Centre Mill Road
Places of worship	Manurewa Assembly of God
	Wat Dipahammarama Buddhist Temple
Emergency Services	Fire and Emergency New Zealand
	Hato Hone St John
	Counties Manukau Police
Affected and adjacent landowners and occupiers	Landowners and occupiers within the designation footprint
	Adjacent landowners and occupiers
General public	General public

11.2 Pre-2024 engagement summary

11.2.1 Auckland Transport NoRs (2012-2016)

As part of the NoR preparation process, AT undertook comprehensive engagement with the community and other stakeholders identified in Section 11.1. Engagement methods included project flyer drops, a project website, in-person information days, feedback forms, mail drops to affected property owners, one-on-one meetings with affected property owners, ongoing dialogue with key stakeholders, and a site visit with Auckland Council's processing team. Regular Mana Whenua hui were also maintained throughout this period.

11.2.2 Te Tupu Ngātahi (2018-2023)

Te Tupu Ngātahi undertook engagement to inform optioneering and business case development for the Corridor between Manukau and Drury, including engagement undertaken as part of NZUP which focused on the Project area.

Engagement methods included public awareness campaigns (e.g. media and social media advertising, e-newsletters, flyers, and a project website), letters to landowners within the identified 'areas of investigation', workshops with project partners, presentations and workshops with elected members, workshops with school students, youth representatives, and young professionals, one-on-one engagement with affected property owners, and public open days. Regular Mana Whenua hui were also maintained throughout this period.

Feedback was received through multiple channels and was used to inform the business case development and optioneering.

11.3 Current project engagement (2024 – Present)

11.3.1 Purpose and scope

Stakeholders identified in **Table 11-1** have been engaged since 2024 to inform the current iteration of the Project. The focus of this engagement has been to:

- a) Reintroduce the Project to the community;
- b) Inform affected landowners about likely impacts of the Project, including property acquisition under the PWA;
- c) Inform the SIA; and
- d) Facilitate site investigations to inform the technical assessments undertaken in support of this application.

Consultation and engagement during this phase has been undertaken by the following personnel within the Project Team:

- a) NZTA's Communications and Engagement Team and Project Managers;
- b) Technical specialists have participated in discussions with affected landowners in relation to site investigations and other technical matters such as noise, vibration and ecology;
- c) Social impact specialists supported engagement with affected landowners, elected members, Tōtara Park user groups, education facilities, faith communities, and emergency services; and
- d) Property specialists engaged with affected landowners regarding acquisition under the PWA.

11.3.2 Auckland Council (Council Officers)

Engagement between the Project Team and Auckland Council's Processing Team has been ongoing since October 2025 and has included:

- a) **Kick-Off Workshop (20 May 2025):** A joint workshop with the Council Regulatory Specialist Team to outline project background, scope, and consenting strategy. This session included a virtual corridor "fly-over," discussion of likely consents, technical assessments, management plans, and anticipated timeframes. The workshop also enabled Project Team specialists to connect with their Council counterparts⁶ to share initial thinking and establish agreed ways of working;
- b) **Site Visit (8 July 2025):** A joint visit to key project locations including Tōtara Park, Murphys Road offline section, and the Mill/ Road /Alfriston Road intersection. This visit was attended by Council specialists in planning, ecology, parks, urban design, stormwater, and arboriculture;
- c) **Fortnightly Planning Meetings (from 16 July 2025 to 20 November 2025):** Ongoing meetings between the Project Team and Council Planning Teams, with AC Parks Planning Specialist attendance when matters relating to Council parks (e.g., Tōtara Park) were discussed. These meetings provided regular Project updates (including on specialist reports), and discussion on the approach to approvals and conditions;
- d) **Circulation of draft reports (September – November 2025):** Draft reports were circulated to the relevant Council specialists and written feedback was provided. Opportunity was also provided for direct discussion of feedback; and
- e) **Ad-hoc Meetings (February 2026 – present):** Ad-hoc meetings between the Project Team and the Council Planning Team has occurred to provide Project updates and discussion on the SAR approach.

NZTA and Auckland Council have also worked collaboratively together in relation to the interface of the Project with Tōtara Park. AC Parks has endorsed the Tōtara Park Mitigation Plan as set out in the UDLMP (see Appendix B of **Appendix C14**). Key features include:

- a) **Main park entrance** – The decorative main park entrance which is required to be removed to accommodate the Project works will be reinstated and restored in collaboration with Mana Whenua, and to the satisfaction of AC Parks. This will be coordinated with broader planned park upgrade works; and
- b) **Northern field gates** – The field gates at 193 Redoubt Road (the bridleway gate) and 231 Redoubt Road (the radio mast gate) will be retained. The field gate at 200 Redoubt Road (the cattle pen gate) will be removed. An all-weather gravel vehicle track will be provided between the bridleway gate at 193 Redoubt Road and the former cattle pen area within AC Parks land, parallel to the designation boundary.

11.3.3 Auckland Transport

NZTA has proactively engaged with AT at both operational and governance levels throughout the Project. AT has subsequently provided a letter confirming its support for the application (refer to **Appendix A3**). Key issues and interfaces, interim operational agreements and matters to be progressed through future design phases have been discussed and documented in a signed Memorandum of Understanding (**MoU**) between NZTA and AT.

Key engagement themes throughout this process have included:

- a) Transfer of AT designations;
- b) Traffic and public transport network impacts;
- c) Technical design aspects;
- d) Road Controlling Authority Status and the transition of ongoing operations and maintenance obligations;
- e) Temporary construction effects; and

⁶ Where a Council specialist counterpart had been allocated which includes Planning, Ecology, Archaeology and Built Heritage, Noise and Vibration, Urban Design, Landscape and Visual, Engineering, Arboriculture, Groundwater and Contamination

- f) Communications and engagement.

NZTA will continue to engage with AT throughout future design and construction planning stages to progress agreements recorded in the MoU, coordinate activities during construction works and support the ongoing operation (and maintenance) of the permanent road network once completed.

11.3.4 Auckland Council Local Boards

The Project traverses five Local Board areas – Howick, Ōtara-Papatoetoe, Manurewa, Papakura, and Franklin. The Project Team has met with each Local Board (both prior to and post the 2025 local body elections) to provide updates and discuss matters relevant to their areas:

- a) Franklin Local Board: received a brief Project update in May 2025. This Local Board's area is outside the Project area.
- b) Howick, Ōtara-Papatoetoe, and Papakura Local Boards: were provided with Project updates in June 2025. The SIA team outlined the positive impacts of the Project, and how these align to Local Board Plans. Key areas of interest raised by the Boards included:
 - i) The Howick Local Board was particularly interested in potential Project impacts on the Flat Bush area, construction traffic management, and how the Project will interface with AT's future Murphys Road works; and
 - ii) The Papakura Local Board expressed support for the Project progressing and sought greater clarity on the timing of future stages of the Corridor (Stages 2 and 3).
- c) Manurewa Local Board: ongoing engagement has been undertaken with the Manurewa Local Board since July 2025, with a focus on the impacts on Tōtara Park and its equestrian and mountain biking user groups. The Board also shared its aspirations for the park, along with information on grazing leases and history within the park. The engagement process informed preparation of the Tōtara Park Mitigation Plan which was endorsed by the Manurewa Local Board at its 19 February 2026 meeting.

11.3.5 Tōtara Park User Groups

NZTA met with representatives from the Tōtara Park Riding Club, Tōtara Park Pony Club, Tōtara Park Riding for the Disabled (who are all based at the TPEC) and the Tōtara Park Mountain Biking Club on 23 June 2025. NZTA re-introduced the Project to the attendees, who were already familiar with the existing designation. Key impacts identified by the attendees related to the implications of the Project on the equestrian operations, including the loss of grazing areas and on the existing mountain biking tracks.

Representatives from the Tōtara Park user groups were involved in a meeting on 11 July 2025 with the Manurewa Local Board Chair, the Auckland Council Community Specialist for Tōtara Park, the Auckland Council Principal Lease Advisor and the Auckland Council Manager Area Operations, AC Parks (Papakura and Manurewa). The key measures in the Tōtara Park Mitigation Plan that address the concerns of the Tōtara Park user groups are:

- a) **Mountain bike trails** – The Project will encroach on existing gravel bike trails. A comparable length of trail will be reinstated within the park by a third-party specialist contractor, with the exact alignment to be determined by AC Parks at a later stage.
- b) **Equestrian Centre driveway** – A proposed embankment will block the existing Equestrian Centre driveway. A new accessway will be provided, including boundary fences and gates suitable for horse control. A gravel turning head will be constructed at the severed end of the former driveway to maintain existing parking capacity.
- c) **Equestrian Centre grazing area access** – The Project will displace existing grazing areas. A new area is to be provided by AC Parks which is referred to as 'The Meadows'. A new 230 m all-weather gravel vehicle track will be provided within the Park to access The Meadows. The track will include a durable gravel surface suitable for towing on gradients, simple drainage, a water supply pipe, localised field regrading, a U-turn facility, and boundary fencing and gates suitable for horse control.

11.3.6 Network Utility Operators

Network utility operators (NUOs) within or near the Project footprint include Watercare, Vector, One NZ, Chorus, Transpower, Nova Gas and First Gas. Regular meetings have occurred with these operators throughout this phase of the Project. As noted above, the detailed design for the Project is being moved forward in parallel with the application. Given the advanced design for the Project, discussions with the relevant network utility operators are also well advanced. A summary of engagement is set out in Table 11-2 below.

Table 11-2: Summary of engagement with NUOs

Network Utility Group	Engagement Summary
Watercare	Monthly meetings were held throughout 2025 and continue to be held on a fortnightly basis to provide updates on Project progress and procurement activities.
Transpower	Regular monthly meetings were held throughout 2025, with engagement continuing as required to keep Transpower informed of Project progress, discuss the relocation of pylon 195 at 181 Redoubt Road (Lot 2 DP 50719) that is being separately progressed by Transpower, and address key issues as they arise.
Vector	Monthly meetings were held throughout 2025 and continue to be held on a fortnightly basis to provide updates on Project progress and procurement activities.
EonFibre (One NZ)	Meetings were held throughout 2025 and continue to be held on a fortnightly basis to keep EonFibre informed of Project progress and procurement activities.
Chorus	Meetings were held throughout 2025 and continue to be held on a fortnightly basis to keep Chorus informed of Project progress and procurement activities.
Nova Gas	Nova Gas was consulted during the investment case phase of the Project. While it does not have any assets within the Project area, it has requested to be kept informed of progress.
First Gas	First Gas was consulted during the investment case phase of the Project. While First Gas does not have any assets within the Project area, it has requested ongoing updates.

11.3.7 Government Agencies

11.3.7.1 Department of Conservation

NZTA initially engaged with DOC through the referral process. DOC identified a requirement for a concession for regarding works on the driveway into the St John's Redoubt Historic Reserve which is gazetted as a historic reserve and is administered by DOC. Because of the minor nature of the works, a concession for the works at St John's Redoubt Historic Reserve will be sought separately from this FTAA process.

NZTA provided DOC with information relating to the fisheries permits and wildlife permits, and a draft copy of the Lizard Management Plan (LMP).

Engagement with DOC has included:

- August 25, 2025:** An initial meeting to provide an overview of the Project;
- September 16, 2025:** A meeting regarding the Wildlife Act and Freshwater Fisheries Regulations approvals with a particular focus on the proposed lizard salvage relocation sites [REDACTED]
- November 11, 2025:** Feedback was received from DOC, particularly in relation to the LMP (refer to Part E of this SAR); and
- August 19, 2026:** Meeting to provide an overview of the Project and updates made to technical assessments and management plans since the last meeting.

11.3.7.2 Heritage New Zealand Pouhere Taonga

NZTA has had regular engagement with Heritage New Zealand Pouhere Taonga (HNZPT) including:

- a) Discussions regarding the referral of the Project;
- b) Meetings to discuss archaeological authorities required; and
- c) Providing HNZPT with copies of the draft Assessment of Archaeological and Historic Heritage Effects and draft Historic Heritage Management Plan (HHMP).

Feedback was received from HNZPT and was subsequently incorporated into the HHMP.

Since the last engagement with HNZPT, NZTA has determined that archaeological authorities required for the Project will be sought separately from this application.

11.3.8 Emergency Services

The SIA team carried out online interviews with representatives from the Counties Manukau Police, Fire and Emergency New Zealand, and Hato Hone St John. Overall, all three organisations expressed support for the Project and the safety improvements it is expected will be provided for road users. During construction, emergency services will be provided early notification of construction activity.

11.3.9 Landowners and occupiers of directly affected and adjacent land

'Directly affected landowners' are defined as owners of land parcels which are completely or partially within the Project designation. The main purpose of engaging with potentially affected and directly affected landowners is to provide landowners with an early understanding of the Project, seek initial feedback, and to keep landowners informed of next steps.

For the current phase of the Project, engagement with landowners and occupiers of directly affected and adjacent land has included letter drops, emails, phone calls, in-person meetings, online meetings, and community drop-in sessions. Examples of engagement undertaken include:

- a) Property acquisition process information letters sent to properties within the existing designation (January 2025);
- b) Letters inviting landowners and occupiers to community drop-in sessions and advising of the future lodgement of the Project under the FTAA (June/July 2025);
- c) Project overview letters including requests for contact details through a QR code and online form (September 2025);
- d) Information letters regarding the Redoubt Road raised median island and the Mill Road median wire-rope barrier sent to relevant affected properties (November 2025);
- e) Information provided on site-specific matters and potential impacts, and responses to queries through emails, phone calls and meetings (online and in person) with various landowners or occupiers, including Alfriston School, The Gardens Early Learning Centre, Wat Dipadhammarama Buddhist Temple, and Manurewa Assembly of God Church at various stages of the Project development (since January 2025); and
- f) Community drop-in information sessions (July and November 2025).

Some landowners and occupiers of directly affected and adjacent land would have also been included in previous phases of engagement relevant to the Project (pre-2024).

NZTA is required to include the names and addresses of owners and make reasonable inquiries to identify occupiers of properties within and adjacent to the approvals sought in this SAR. The names and addresses of these landowners and (where available) occupiers are listed in the schedule attached as **Appendix B1**. Auckland Council's ratepayer database was used to obtain the details of landowners. Contact details collected during the engagement process have also been incorporated into **Appendix B1**.

11.3.10 Wider community and general public

A series of community and public drop-in sessions were held over four days in July 2025 and two days in November 2025. Members of the Project's Communications and Engagement team, and/or Project specialists (e.g., Social Impact), attended these sessions to answer questions from the wider community, particularly regarding upcoming Project works. Occupiers and landowners of properties within and adjacent to the designation were invited to attend these wider community engagement opportunities.

These sessions occurred while active property acquisition discussions were underway with affected landowners. As a result, much of the feedback received was from landowners expressing stress and frustration regarding the acquisition process. Most queries were property-specific and focused on construction impacts, anticipated timeframes, and acquisition related matters.

Property acquisition discussions are continuing in parallel with preparation of this SAR and are being progressed in line with the Government's Major Transport Projects Pipeline announcement in July 2026.

Opportunities for ongoing public feedback and enquiries remain available. NZTA has established a dedicated [Mill Road Project website](#), which includes Project information, and a dedicated Project email address and 0800 number. Interested parties can also subscribe to project updates through the website. E-newsletters are currently received by more than 750 subscribers.

As well as the Project-specific engagement, NZTA regularly hosts 'all of south' project open days covering multiple infrastructure projects across southern Auckland. The Mill Road Project team attended events held in May and August 2025 and March 2026. These events were well attended with between 200 and 300 people attending to receive updates on infrastructure projects happening in southern Auckland.

11.4 Consultation and engagement summary

Consultation and engagement to inform the Project has been undertaken in accordance with good practice and exceeds the requirements of the FTAA. Feedback received through engagement with landowners, occupiers, stakeholder groups and the community has contributed to refinement of the Project design and has been considered in the technical specialist assessments supporting this SAR.

Overall, feedback received throughout the engagement process indicates general support for the Project and recognition of its need. Common themes identified through the engagement process and how these have been addressed through the Project is outlined in **Table 11-3**.

Table 11-3: Summary of key themes and Project response to engagement feedback

Theme	Details	How feedback has been addressed through the Project
Opportunities for consultation and engagement during construction	Some feedback received sought further opportunities for engagement during construction.	NZTA is committed to engagement with partners, stakeholders and the community as the Project progresses and is implemented. Opportunities for public feedback and enquiries remain available, including through the Mill Road Project website and the dedicated Project email address and 0800 number. Future consultation and engagement requirements (where relevant) are also incorporated into various management plans (including the CNVMP, CTMP and DMP) and the proposed conditions to support Project implementation.
Property access impacts during construction	Potential impacts on property access during construction were a frequently raised concern among both residents and stakeholders. Hato Hone St Johns also raised concerns regarding	NZTA will work closely with the contractor to minimise disruption to property access during construction. A CTMP (Appendix C11) supports the SAR and outlines measures to enable access to affected properties, including continued provision for entry and exit. Engagement and communication with affected property owners will be undertaken.

Theme	Details	How feedback has been addressed through the Project
	the visibility of property address numbers and letter boxes for emergency response purposes during construction.	The contractor will also establish a process to support properties remaining visible and readily identifiable throughout construction. This may include temporary signage and/or installation of temporary identification measures, where required.
Left-in/left-out property access	Feedback received during initial engagement identified concerns from stakeholders between Cheesman's Bush and Ranfurly Road (including the Assembly of God Church at 174 Mill Road), regarding the proposed access arrangement, which would restrict movements to left-in and left-out only.	The design presented during the engagement process, which restricted movements to left-in and left-out only, was further refined in response to stakeholder feedback. The updated design (refer Appendix H1) provides the church and neighbouring properties with the ability to undertake right-turn movements via consolidated vehicle access, supported by a dedicated right-turn bay within the proposed road corridor. This approach accommodates right-turn access while maintaining safety by reducing the number of individual driveways and associated conflict points along the corridor.
Construction impacts	Concerns regarding increased noise, vibration, traffic and dust during construction of the Project were commonly raised during the engagement process. These concerns were raised by a range of property owners/occupiers and stakeholders including Alfriston School, Wat Dipadhammarama Buddhist Temple, the Manurewa Assembly of God Church and Howick Local Board.	NZTA acknowledges the concerns raised regarding potential construction-related noise, vibration, traffic, dust and amenity effects. These effects have been assessed as part of the SAR (refer Part C), and a range of measures have been identified to avoid, remedy or mitigate adverse effects as far as practicable. These measures are set out in the CNVMP (Appendix C17), CTMP (Appendix C11), DMP (Appendix C18) and ESCP (Appendix H2). Engagement and consultation requirements (as relevant) are also incorporated within these management plans. These requirements will support the community being informed of upcoming construction activities that may result in temporary disruption, enabling residents and stakeholders to plan accordingly. Where construction activities are predicted to exceed applicable noise and vibration standards at sensitive receivers, targeted consultation will be undertaken with affected parties. The CTMP also requires specific engagement with key stakeholders, including schools, places of worship, community facilities and emergency services. In addition, the CNVMP, CTMP and DMP include procedures for recording, responding to and resolving complaints relating to construction noise, vibration, traffic and dust effects should they arise during construction.

Theme	Details	How feedback has been addressed through the Project
Property impacts and acquisition	Feedback received during the community drop-in sessions largely comprised concerns from landowners regarding the acquisition process, as well as property-specific queries relating to construction impacts, and anticipated Project timeframes.	The acquisition of property and associated compensation is addressed through the PWA process. The NZTA Property Team will continue to engage directly with affected landowners regarding properties directly affected by the Project, including those where land is required on a permanent or temporary basis for construction purposes. Potential construction impacts have been assessed as part of the SAR with measures proposed to manage these effects as discussed above. While the Project Team sought to address property-specific queries raised during the community drop-in sessions, ongoing opportunities for property-specific enquiries remain available through the dedicated Project email address. This enables landowners and other stakeholders to seek information, raise concerns, and receive updates throughout the Project. The Project Team also recognises the interest expressed by landowners regarding Project delivery construction timeframes. NZTA acknowledges this but delivery remains subject to obtaining the necessary statutory approvals and securing funding.
Impacts on Tōtara Park	The impact of the Project on existing equestrian operations (including the loss of grazing areas), mountain bike trails and access to Tōtara Park were key concerns raised by Tōtara Park stakeholders including the Manurewa Local Board, AC Parks, Tōtara Park Mountain Bike Club and TPEC.	NZTA has continued to work collaboratively with AC Parks, Manurewa Local Board and Tōtara Park user groups, including the Tōtara Park Riding Club, Tōtara Park Pony Club and Tōtara Park Riding for the Disabled (who are all based at the TPEC), as well as the Tōtara Park Mountain Bike Club to understand and address concerns regarding the Project's impacts on park activities and access arrangements. To respond to these concerns, the Tōtara Park Mitigation Plan (Appendix B of Appendix C14) has been developed and endorsed by AC Parks and the Manurewa Local Board. The Plan reflects agreed measures to address Project-related impacts, including the reinstatement of mountain bike trails, provision of replacement grazing areas to support equestrian activities, reinstatement of the main entrance gates, and access arrangements post-construction. Through the development of the Tōtara Park Mitigation Plan, NZTA has sought to minimise the effects of the Project on recreational and equestrian users while maintaining the ongoing functionality and accessibility of the park. Engagement with AC Parks and affected user groups will continue as the Project progresses to support the implementation of these agreed mitigation measures.
Progressing the Project into construction	Much of the feedback received shared a "just get on with it" attitude with many residents and stakeholders already aware of the Project with talks of the Project happening since the early 2000s and the designation being put in place in 2016.	The Project Team acknowledges that much of the feedback reflected a desire to see the Project progress to construction, noting the length of time the Project has been under consideration, and the designation has been in place. This SAR seeks the approvals required to enable construction of the Project. The FTAA process is being used to streamline the approvals pathway, recognising the Project's strategic importance. Obtaining the necessary

Theme	Details	How feedback has been addressed through the Project
		statutory approvals will support future funding decisions for construction of the Project.

**APPENDIX B1 SCHEDULE OF OWNERS AND OCCUPIERS OF
DIRECTLY AFFECTED PROPERTIES AND ADJACENT
PROPERTIES**

APPENDIX B2 ECONOMIC BENEFITS REPORT

APPENDIX B3 IWI ENGAGEMENT SUMMARY