Fulton Hogan
LAND DEVELOPMENT LTD.

WOODS
Est.1970

B&A
Urban & Environmental

Milldale Stages 10 – 13, 4C & WWTP

Consultation Summary

Fast-track Approvals Act 2024 Substantive Application

26 March 2025

Status:

Final Revision 1.0

Date:

26 March 2025

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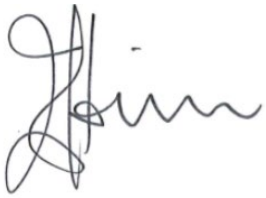

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1.0 Introduction

This consultation summary has been prepared in support of the Substantive Application (**Application**) for Milldale Stages 10 – 13, Stage 4C, and the temporary Wastewater Treatment Plant (**WWTP**). Section 29 of the Fast Track Approvals Act (**FTAA**) requires that the applicant consult with the persons and groups referred to in s11 of the FTAA prior to lodging the Substantive Application (**Application**).

The purpose of this Consultation Summary Report is to provide an overview of the consultation undertaken by the Applicant, Fulton Hogan Land Development (**FHLD**), prior to lodging this Application.

During the development of the proposal, FHLD and its representatives have undertaken consultation with:

- **Relevant Local Authorities**: Auckland Council, including Healthy Waters, Auckland Transport and Watercare.
- **Mana Whenua**: Ngāti Manuhiri and Te Kawerau ā Maki.
- **Administering Agencies**: Ministry for the Environment (**MfE**), and Heritage New Zealand Pouhere Taonga (**HNZPT**).
- **Potentially affected landowners**: 147 Argent Lane, Lot 5700 and 5701.

The objective of this consultation was to discuss the proposal and infrastructure proposed to service the development, understand any issues that may exist with the site, locality and development as well as the information requirements needed for the application. This consultation meets the requirements of section 29 and 11 of the FTAA.

Consultation and engagement has been carried out through a number of online and in-person meetings and workshops, emails and written correspondence. The details of the consultation undertaken, including how feedback received during the consultation was addressed, are set out below.

2.0 Territorial Authority – Auckland Council

2.1 Kick-off Hui

The proposal was first discussed with Auckland Council (**Council**) at a kick-off hui held via Teams on 5 November 2024.

At the meeting, the Applicant and representatives provided an overview of the site area, proposal and key planning matters. The FTAA, substantive application process and timing for lodgement were also discussed.

It is noted that all Council attendees have previously been involved with the Milldale development and are familiar with the wider site context.

It was agreed that the next step would be to hold a Council workshop with the wider Council advisory team.

The hui agenda, attendee list and minutes are included as **Appendix 1G.1.**

2.2 Workshop

Following the kick-off hui, a half-day workshop was held on 21 November 2024 at the Applicant's office in Milldale.

Workshop attendees included Auckland Council Planners, Development Engineer, Ecologist, Parks Planner and Landscape / Arboriculturist, Traffic Engineer, Urban Designer and Wastewater Engineer. Auckland Transport and Healthy Waters representatives also attended the meeting.

As part of the workshop, the Applicant and representatives undertook a site walkover with the Council team. Key site areas and viewpoints were visited including the end of Cemetery Road (Stages 12 & 13), the end of Lysner Road (Stages 10 & 11), Parish Drive (Stage 4C) and the WWTP.

During the workshop the Applicant and representatives provided an overview of the site area, proposal and key matters relating to development engineering, urban design, planning, transport, open spaces and ecology. The workshop also enabled officers to ask questions about the proposed development and provide any preliminary feedback.

The workshop agenda, attendee list and minutes are included as **Appendix 1G.1.**

Council's feedback, including how these matters have been addressed by the project team, is set out in the Pre-app Feedback and Response **Table 1** in section 2.4 below.

2.3 Stage 4C – Waste Management Hui

Following the workshop, a follow-up hui was held on 21 January 2025 on Microsoft Teams to discuss the proposed waste management arrangement for Stage 4C. The purpose of the meeting agree a waste management approach for the development, including bin collection options from the street and Jointly Owned Access Lots (**JOAL**).

During the meeting the Council noted their waste collection requirements in relation to accessing the sites. The applicant's representative noted that potential opportunities for the Council waste team to utilise smaller waste trucks (8.8m), collect directly from JOALs, and for collections to be undertaken more frequently were previously discussed with the Council waste team in 2024.

Council's waste team confirmed that these new options will be brought in from March – September 2025.

The applicant's design preference was for servicing to occur within the road but requested flexibility to utilise the JOALs where roadside collection was not practical e.g. due to location of raingardens, street parking bays, vehicle crossings and landscaping. The Council confirmed that JOAL waste collection was acceptable, provided that the JOAL design enabled unobstructed waste truck movements. Council also confirmed that while forward motion movements were preferable, reverse manoeuvring can also occur within the JOAL environment in some circumstances.

The Council noted that a signed waiver would be required for Council to service from private land (JOALs) and that this would need agreement from future landowners.

As the Stage 4C sites will be developed by future build partners, the applicant's representatives agreed to prepare waste management plans with locations of onsite bin storage, collection points and truck routes for the development as part of the application documentation. Further, a waste management condition option was discussed to enable *future* waste management plans to be approved by Council prior to the occupation of the dwellings. This condition has been included in the proposed Conditions included in Volume 6.

The hui agenda, attendee list and minutes are included as Appendix 1G.1

2.4 Summary of Pre-Application Feedback & Applicants Response

Table 1: Auckland Council Pre-application Feedback and Applicants Responses

	Council Feedback Item	Response
1	Planning	
1.1	Stages 10-13	
a.	For Stages 10-13, the application proposes the reclamation of a number of wetlands and diversion and/ or reclamation of streams. In addition to an Ecological Impact Assessment being undertaken to address the effects and any required off-setting and mitigation, the application will also need to include a Functional Needs assessment. In addition, the application will need to undertake an Effects management hierarchy and ensure the correct steps are applied by the applicant in assessing the proposal .	This matter has been addressed within the Ecological Impact Assessment included as **Appendix 2C and Volumes 2 of the Assessment of Environmental Effects (AEE).**
b.	For those superlots within Stages 10 and 11 that adjoin the stream edge road the applicant is strongly encouraged to consider a suite of design controls to ensure that future dwellings on these superlots provide passive surveillance and engagement with the stream edge road	This matter has been addressed within the Urban Design Report included as **Appendix 2K.**
c.	The provision of Reinforced Earth Slopes to manage land contours/ site levels is broadly encouraged, however the landscape design will require careful consideration to ensure these are integrated into the overall site and ensure that an appropriate level of privacy is achieved between lots.	Noted. Please refer to the Landscape Plans included as **Appendix 2N** and the **Volume 2** AEE.
d.	It is understood that the application for Stages 10-13 will include a number of blanket consents to address those lots which have a split zoning. This would be a similar approach to other previous consented stages in Milldale and is broadly supported. However, the information provided with the application has not provided/ articulated what other blanket consent may be sought. In respect to sites that are zoned Residential: Single House and Residential: Mixed Housing Suburban a blanket consent seeking increased building coverage would not be supported.	Noted. This information has been provided within the **Volume 2** AEE. The building coverage standards for the Single House zone and Mixed Housing Suburban zone have been sought in line with the Auckland Unitary Plan **(AUP(OP))** standards. However, for sites that are zoned, or to be zoned Mixed Housing urban, a blanket consent for 50% coverage has been sought. This reflects previously approved stages for other Mixed Housing urban sites throughout Milldale.
e.	As part of the application further details for each stage are required that set out the lot sizes within each zone including the minimum and average lot areas. In addition, the further details of lot testing of some critical lots	Noted. This matter has been addressed within the Urban Design Report included as **Appendix 2K** and within the **Volume 2** AEE.

	Council Feedback Item	Response
	should be included with the application material. These should include a selection of rear lots, corner lots and those lots which have an awkward shape or topographical constraint.	
1.2	Wastewater Plant	
a.	Feedback for the Wastewater Plant is primarily captured in the Memo prepared by Dylan Walton (**GWE**). In addition to Mr Walton's feedback I note the following:	Noted.
b.	Iwi Consultation is an important component of this application and will need to be undertaken to the inform the design and level of mitigation for the treatment plant and associated works.	Noted. This matter has been addressed within the Consultation Summary and the CIR prepared by Te Kawerau ā Maki and Kaitiaki Report prepared by Ngati Manuhiri.
c.	The application will need to provide details of those parts of Milldale that the treatment plant will serve.	Please refer to **Volume 4** of the AEE.
d.	Details of what other options/ alternatives (including upgrade to the Army Bay Wastewater Treatment Plant) have been considered will be required.	Please refer to **Volume 4** of the AEE.
e.	Details of the duration of the consent will need to be included	Noted. Please refer to conditions in Section 4 of **Volume 6**. An expiry date of 10 years is proposed for the WW discharge.
f.	Details of landscape planting/ screening are required to be included.	Please refer to **Volume 4** of the AEE.
1.3	Stage 4C	
a.	This site is located within the Residential: Terrace Housing and Apartment Building zone. The applicant is encouraged to consider both Terrace Houses and Apartments to deliver the high-intensity outcomes sought for this part of the Milldale site. Furthermore, the applicant is encouraged to consider greater building heights that reflect the high intensity zoning, and to ensure a variety of building heights are delivered across the Milldale area.	The Stage 4C development involves the construction of 168 residential units within a townhouse/terraced housing typology. Please refer to the Architectural Plans included as **Appendix 3B**. An assessment of the housing typologies / intensity is provided within the **Volume 3** AEE and Urban Design Assessment included as **Appendix 3J**. Lot 4050 (4,622m^2) will be created as a balance lot and is intended to be developed for higher density and will be subject to a future land use and subdivision consent.

	Council Feedback Item	Response
b.	Stage 4C incorporates a number of JOALs that are serve more than 10 lots. The design of these JOALs are important and required to provide an appropriate level of amenity that incorporate pedestrian pathways as well as landscape areas / trees.	This matter has been addressed within **Volume 3** of the AEE, and the Landscaping Plans included as **Appendix 3E** and Urban Design Assessment included as **Appendix 3J**.
1.4	Local Board	
a.	The applicant is encouraged to engage and consult with the Rodney Local Board prior to lodgement of the application.	Noted.
1.5	Development Engineering	
a.	Please see feedback from Councils Development Engineer (Samuel Holmes): *Milldale is fairly straightforward from an engineering perspective as this is a greenfield site with existing infrastructure sized to cater for MPD scenario. The two major sticking points were adopting the new 3.8 degree climate change for Stormwater, and the watercare wastewater capacity issues, both of which are already addressed by Woods. Engineering will be more involved when there is detailed plans to review for assets to vest*	Noted.
1.6	Other	
•	The following specialists did not attend the Fast Track Workshop and have not provided assessment/ feedback given the high-level nature of the workshop and that specialist Assessments/ Reports have not been provided for review. • Groundwater • Earthworks/ Land Disturbance • Ecology • Economics	Noted.
2.	Stream works	

	Council Feedback Item	Response
a.	Although no ecological assessment was provided for review at the time of writing this memo, a site visit with the applicant's ecologist and subsequent extensive discussion on freshwater matters were undertaken. It is my understanding that the site is characterised by extensive ephemeral wetlands that likely have a low ecological value. These wetlands are acknowledged in the site plans as "Indicative areas affected by non-pasture exclusion wetland delineation as a result of areas of creeping bent grass." The component of these areas that meet the definition of natural inland wetland will not be retained in the layout but will be reclaimed. Additional wetlands will also be reclaimed to accommodate residential densities for Stages 11, 12 and 13. My pre-application advice does not extent to vegetation loss in the riparian yard which is likely to be significant.	This matter has been addressed within the Ecology Report included as **Appendices 2C & 4E** and **Volumes 2 & 4** of the AEE.
a.	a.1 Reclamation of ephemeral wetlands Discussion with the applicant's ecologist during a site visit highlighted the complexities around delineation of large areas where facultative wetland plant species, together with soil hydrology features may result in these areas meeting the definition of natural inland wetlands. While I acknowledge that these areas may have a low ecological value, in my opinion, these areas serve to hold back water in the soils and have an integral function in the catchment hydrograph. The loss of these extensive ephemeral wetlands to impermeable surfaces associated with paving and buildings, is likely to translate to significant changes to the remaining streams on the site and downstream from the site. The application should assess and address these potential impacts and should provide the necessary mitigation measures in conjunction with stormwater management for the Milldale Precinct. Discussion with the Healthy Waters Consultant Specialist suggests that mitigation for the loss of water storage potential resulting from reclamation of these wetlands is expected to be in addition to the hydrology mitigation requirements (i.e. equivalent SMAF 1) under the SMP, which are limited to the mitigation of future impervious surfaces.	This matter has been addressed within the Ecology Report included as **Appendices 2C, 2U, 4E & 4H**, and **Volumes 2 & 4** of the AEE.

	Council Feedback Item	Response
b.	Reclamation of other wetlands Wetlands delineated on land earmarked for development of Stages 11, 12 and 13 are proposed to be reclaimed to accommodate specific densities. The application should assess and address the loss of extent as well as value of these and other freshwater aquatic features and address the following: • Demonstration of functional need; • Provide an alternatives assessment; • Demonstrate adherence to each component of the effects management hierarchy; • Provide a comprehensive mitigation/offset/compensation package; • Demonstrate adherence to Appendix 6 and 7 of the NPS-FM; and • Monitoring to confirm that newly created wetlands are able to achieve long-term stable hydrological drivers will require a monitoring timeframe that is additional to the standard five years for revegetation and canopy closure.	This matter has been addressed within the Ecology Report included as **Appendices 2C, 2T, 2U 4E & 4H Volumes 2 & 4** of the AEE and Draft Conditions of Consent within **Volume 6**.
3	Transport (Auckland Transport)	
3.1	Information Required at Resource Consent Stage	
a.	At consent stage, a Transport assessment should be included with design details showing: Tracking drawings for all the roads and intersections; Intersection types and provision of safe system assessment; Sight distance calculations for all the intersections; Accessible time indication for active modes to services nearby including bus stops, shops and medical centre – accessible times must be provided for active modes to be in line with objectives of E38 – Subdivision of the AUP, which encourages walking and cycling infrastructure; Rubbish collections details; and Cross sections and long sections for roads and pedestrian accessways.	Vehicle Tracking will be undertaken with detailed design and provided at Engineering Approval (EA). Intersection Typology is included within the Infrastructure Drawings included as **Appendix 2J** and **Appendix 3C**. To be addressed at EA This matter has been assessed within the Transport Report included as **Appendix 2M** and **Appendix 3H**. Rubbish will be collected from the front berm. A Road Gradient Plan is included within the Infrastructure Drawings included as **Appendix 2J** and **Appendix 3C**.

	Council Feedback Item	Response
3.2	Specific comments	
a.	AT is concerned that stages 10 to 13 will have poor accessibility for pedestrians due to the steep site topography and relocation of the neighbourhood centre. Residents should be within easy walking distance of public transport (no more than 400m and less if there are steep gradients), local shops, a local park, and the nearest school. While AT accepts that the site topography means that not every lot can achieve this, it appears that almost none of the lots in Stages 10 to 13 has good accessibility to these local amenities from a walking perspective. Please note the TDM requirements around road and footpath gradients.	Walking catchments have been addressed within the Urban Design Report included as **Appendix 2K**.
b.	A road connection between Stage 13 and the neighbouring land to the south should be provided to allow for better connectivity when the neighbouring land is developed.	This area of the site is topographically constrained. A pedestrian link has been included, approximately mid-block, between the collector road and the paper road to the west. There is provision for a future intersection between Cemetery Road and Young Access, as shown on drawing P24-128-00-2046-RD included as **Appendix 2J**.
c.	The applicant should arrange their lots so that access directly over collector roads with cycle facilities or bus routes is avoided wherever possible. JOALs should be used to access lots fronting collector roads.	Joint Owned Access Lot's (**JOALs**) have been utilised in most cases and where possible, corner lots shall access from alternative side streets. Some lots will have direct access to collector roads which is consistent with previous stages of Milldale.
d.	The two local roads intersecting the collector road between stages 10 and 11 in the image below are too close together. This will result in a potential for conflict between drivers turning right into the side roads from opposite directions. The Applicant must consider revising their design for this intersection.	The proposed arrangement complies with the Transport Design Manual (**TDM**). This arrangement has been reviewed with a concept design provided on drawing P24-128-00-2047-RD included as **Appendix 2J**. This road layout will be further developed at EA stage.

	Council Feedback Item	Response
		
e.	The same applies to the two intersections below which are on the boundary between Stages 12 and 13. 	The Stage 12 & 13 scheme plan has been adjusted. All intersections comply with TDM standards.
f.	AT is concerned about the amenity effects of having JOALs that run parallel to public walkways. In the top-left corner of the image below there are JOALs either side of a walkway and this may not appear very well from an amenity perspective. Please revise the plans or provide better solution to this matter.	The JOALs have been designed to end at the public road and not continue through over a pedestrian walkway for safety reasons. The public road will provide pedestrian access on both sides of the road. Please refer to the engineering drawings in **Appendix 2J**.

	Council Feedback Item	Response
		
g.	More details are needed on the Cemetery Road / Wainui Road intersection. It appears that the priority is changing from Wainui Road to Cemetery Road and the intersection is being rebuilt as a T-intersection. Given the volume and speed of traffic in this location a right turn bay is likely to be needed as a minimum.	Cemetery Road will remain unsealed and is unlikely to be utilised as the primary access. This matter has been addressed in the Transport Report included as **Appendix 2M.**
h.	AT understands the plans show 1.0m wide back berms are proposed on all roads. AT considers that this will help avoid many of the issues encountered on other sites such as kerb overhang and conflict between pedestrians and exiting cars.	Noted and complied with.
i.	The Applicant has global Departures from Standards (DfS) for earlier stages of Milldale from AT which have already approved for wider vehicle crossings If they want to use the DfS for any of these stages, they should append a copy to their application and confirm it applies to these future stages.	Noted. These departures have been included within the Transport Report included as **Appendix 2M and Volume 2 of the AEE**. In short they cover: • Vehicle crossings within 10m of an intersections; • Vehicle crossing widths up to 4.8m; and • Driveway gradients
3.3	Other Comments	
a.	The Applicant must indicate which intersection layouts are proposed for all the intersections. This will need to be shown on the drawings.	Intersection typologies will be included within the application package to provide sufficient information to support consent. Detailed design of intersections supported by vehicle tracking will be provided at EA.

	Council Feedback Item	Response
b.	With regards to the neighbourhood centre, AT note that they do not support the relocation if it causes pedestrians to walk longer distances and on a steeper incline to access services.	Walking catchments have been addressed within the Urban Design Report included as **Appendix 2K**.
c.	AT would prefer to see no further direct vehicle access onto Waiwai Road. The layout in Stage 11 has direct vehicle access onto the road. These vehicle accesses will make it difficult to locate bus stops (north and southbound with pedestrian refuge) in this location with all the road entrances. This would undermine bus efficiency and other potential conflicts between different modes of transport.	There is sufficient room to locate additional bus stops. This arrangement has been reviewed with a concept design provided on drawing P24-128-00-2047-RD at **Appendix 2J**. This road layout will be further developed at EA stage.
d.	AT would prefer the Applicant explore whether they need all these roads in proximity at the northern end of Waiwai Road. Could the Applicant explore if these can be made into be cul-de-sacs, and only allow walking and cycling access onto Waiwai Road.	The inclusion of cul-de-sacs will reduce connectivity throughout the site and are not proposed within this application.
e.	It would be good if they could reduce the number of vehicle entrances onto Lysnar Road as this is likely to become a more important cycle route to the possible future High School on the northern side of Wainui Road.	Crossings on this side of Lysnar Road were agreed to by AT in approved Stage 8. It was AT's preference to have cycle lanes on both sides of Lysnar Road, and accepted that this would therefore include some vehicle crossings. Where possible, corner lots shall access from alternative side streets. Some lots will have direct access to collector roads which is consistent with previous stages of Milldale.
3.4	Stormwater	
a.	Auckland Transport expects that a similar methodology for stormwater management to what was previously agreed will be proposed for these stages (i.e., detention basins where SMAF is required but water quality treatment is not) and minimising the use of roadside raingardens. We assume there will be the same stormwater requirements as the previous stages.	Stormwater will be managed in accordance with the Wainui Stormwater Management Plan (**SMP**). Rain gardens are not proposed in Stages 10 –13. Rain gardens are proposed in Stages 4C, as this is within the existing stormwater management catchment of Stage 4 and is consistent with the existing stormwater management strategy for this defined area (refer to **Appendix 3F**).

	Council Feedback Item	Response
b.	Where water quality is required, offline communal devices should be investigated. If roadside raingardens are proposed these are to be supported by an options assessment that includes a 'Whole-of-life-costing' assessment compliant with Auckland Council's Code of Practice section 1.5.5.2.e and 4.3.6.3.d, and Section B1.10 of GD01, noting that GD01 section B1.10 states that the "consideration of revenues is excluded from life-cycle costing", that demonstrates the proposed devices are the most appropriate and cost-effective.	Water quality is not required for these stages.
c.	All raingardens and swales are to be in accordance with AT's documentation (AT's Bioretention Design Guide, AT's Swale Design Guide, AT's Bioretention Planting Guide and the TDM), GD01 and the SWCoP.	All raingardens in Stage 4C will be designed to standard.
d.	Overland flow paths are to be managed in a safe manner and be in accordance with the SWCoP and the Road Drainage chapter of the TDM.	All overland flow paths will be designed to meet required standards.
3.5	Transport Design Manual	
	The Transport Design Manual (TDM) sets out the engineering design requirements for works within the transport corridor. Please note, any future works within an AT transport corridor, or land to vest with AT will need to be designed to comply with the TDM. Design which cannot be executed in accordance with the TDM will require a Departure from Standards which is at the discretion of AT to approve.	Noted.
4	Transport (Flow)	
4.1	Summary of findings	
a.	Public Transport and Access to Buses: We recommend clarifying the timeline for bus route activation, ensuring pedestrian linkages are delivered concurrently, and assessing the impact of increased car ownership if public transport is unavailable when stage 4C is occupied.	Bus route activation is at the discretion of Auckland Transport and is therefore outside of the Applicant's control. We anticipate that activation of the routes will occur as soon as possible to reduce the potential for an update in private car ownership. Refer to the Transportation Assessment at **Appendix 3H** for further detail.
b.	Gradients for Heavy Vehicles: We recommend conducting reviews of rubbish truck routes for longitudinal gradients and crossfalls to ensure berm accessibility and viable lot layouts.	Stage 4C has been designed to enable rubbish truck route access through the local road and JOAL network. Waste management plans are included in the Civil Drawings at **Appendix 3C**.

	Council Feedback Item	Response
c.	Wainui Road Upgrade: We recommend crossing points on Wainui Road to enhance pedestrian and cycling safety and connectivity.	The crossing routes have already been consented. Until such time the other site is developed there is no need for them to be constructed.
d.	Planned Infrastructure Upgrades: If planned upgrades per the ITA are not implemented before the occupation of the residences in these stages, we would like to understand the impact on the existing network.	The trigger for the additional westbound lane in the Traffic Report included in **Appendix 2M** states 3,800 dwellings, if the Penlink project is not operational by then. The full build out of Milldale will be 3,100 dwellings. Therefore, no upgrade is required.
e.	Cycle Lane and Driveway Interactions: We recommend addressing safety concerns at driveway crossings on collector roads with cycle lanes, ensuring the safety of cyclists and pedestrians at bus stops and driveways.	As above, this arrangement was consented in Stage 8.
f.	Lot Access Design: We recommend reviewing access designs for lots with pedestrian links at their frontage to ensure safety and functionality.	Please refer to the lot testing included with the Urban Design Report included as **Appendix 2K.**
g.	Pedestrian Paths: We recommend allocating space for a pedestrian pathway through the park south in Stage 10 to ensure connectivity to the stream edge road.	A path has been designed into this reserve to align with the pedestrian walkway. Refer to Landscape Drawings located in **Appendix 2N.**
j.	Jointly Owned Access Lots (JOALs): We recommend ensuring clear separation between JOALs and pedestrian paths, confirming turnaround spaces, and verifying that JOAL designs accommodate reversing vehicles and safe rubbish truck navigation.	Standard JOAL design is proposed for Stages 10-13 in accordance with previous design approved in Milldale. Refer to drawing P24-128-00-2016-RD in **Appendix 2x** for JOAL section details. Stage 4C JOALs include a 7m and 9m wide option, both including 1.5m wide footpaths and provide for rubbish truck navigation. Refer to drawing P23-481-4C-0-2202-RD in **Appendix 3C** for JOAL section details.
k.	In the next phase, we would also like to see the visibility assessment and swept paths for the road network, especially at intersections and at the site of the water treatment plant (including internal circulation). We would also like to see the vehicle crossing locations for the residential lots of these stages. We would also like to see the rubbish collection routing plan for all stages, including Stage 4C, which we understand will be prepared next.	• Vehicle Tracking for intersections will be undertaken with detailed design and provided at EA. • Specific vehicle tracking is included for Stage 4C and the WWTP. • Vehicle crossing locations are not proposed as part of this application. Blanket consents are sought for potential infringements which is consistent with previously approved stages of Milldale. • Drawings have been provided to demonstrate waste management route and collections points for each superlot in Stage 4C (**Appendix 3C**). A condition of consent is proffered for any future changes to the proposed

	Council Feedback Item	Response
		waste management plans to be approved prior to the occupation of dwellings.
4.2	Details of Review	
4.2.1	*Public transport and access to buses:*	
a.	We understand that there is a masterplan of the bus network with some parts already activated. We also understand that some proposed bus routes run through future development sites. For example, the bus route going through Stage 7. This suggests that activating some bus routes when the current stages are built could be highly unlikely until the future development site is developed.	Bus route activation is at the discretion of Auckland Transport and is therefore outside of the Applicant's control.
b.	To ensure public transport serves as a viable alternative for commuting, we would like to understand which parts of the bus network within the development will be activated with particularly the delivery and occupation of Stage 4C. Additionally, we are interested in the pedestrian linkages connecting the residential areas to these activated routes.	Bus route activation is at the discretion of Auckland Transport and is therefore outside of the Applicant's control.
c.	Should public transport not be a viable travel mode option for commuting for people moving into Stage 4C, we can expect car ownership per household to increase, putting more pressure on the proposed parking supply for this higher-density housing area, as well as on the wider network.	Bus route activation is at the discretion of Auckland Transport and is therefore outside of the Applicant's control.
4.2.2	*Gradients for heavy vehicles:*	
a.	The ITA indicates a bus route along Argent Lane. We understand, from the discussions at the workshop and after, that the bus route was moved west from Argent Lane due to steep gradient issues for buses.	Noted.
b.	Following this, we would be interested to see reviews undertaken for the rubbish vehicle routes based on the longitudinal gradients they would experience. Where rubbish truck routes are curved, we also recommend the review of crossfalls that the vehicle would experience when turning.	Gradients of all roads within the Precinct will comply with the requirements of the TDM. Gradients of all local roads will not exceed 12.5% and gradients for higher tier roads (collectors and arterials) will not exceed 8%. Furthermore, FHLD has been involved in discussions with the Council's Waste Management team regarding the future servicing of the Milldale area.

	Council Feedback Item	Response
c.	This will determine that the berms planned for rubbish collection can be safely accessed, allowing for a viable layout of the lots.	Noted.
4.2.3	*Wainui Road:*	
a.	We understand that the upgrade of Wainui Road to a 50 km/h urbanised standard has been consented and that there is an intent to provide pedestrian links from the development to Wainui Road. We recommend walking and cycling crossing points on Wainui Road to enhance connectivity and safety.	Noted. Roading and pedestrian links from stages 10 and 11 on to Wainui Road will be considered at EA stage of Wainui Road to ensure appropriate crossing facilities are provided or future proofed for.
4.2.4	*Planned upgrades:*	
a.	Regarding the overall delay, the ITA states that the critical intersections near the site are expected to operate within acceptable performance levels during both morning and evening peak hours. However, this assessment assumes the following infrastructure upgrades will be implemented as part of the Milldale area's development to accommodate up to 4,500 dwellings:	Of the four infrastructure upgrades identified, the creation of a roundabout at the Pine Valley Road / Old Pine Valley Road /Argent Lane intersection has already been completed. The works required for the signalisation of the Pine Valley Road / Dairy Flat intersection is due to commence shortly and the other two upgrades were conditional on Penlink not being in place by the time 3,800 dwellings were occupied within Milldale. Penlink construction has commenced and is due to be completed in early 2028. It is unlikely that there will be 3,800 dwellings occupied in Milldale by early 2028.
b.	The intersection of Pine Valley Road and Dairy Flat Highway is upgraded into a signalised intersection;	
c.	Four traffic lanes (two in each direction) are provided on Dairy Flat Highway between Pine Valley Road and the Silverdale Interchange;	
d.	The intersection of Pine Valley Road, Old Pine Valley Road and Argent Lane is upgraded into a roundabout; and	
e.	An additional westbound lane is added onto the bridge between Hibiscus Coast Highway and Dairy Flat Highway within the Silverdale motorway interchange.	
f.	We observe that only item 3 (item 4.2.J in table) has been delivered. We seek clarification on whether the remaining items will be completed before the occupation of Stages 4C and 10-13. If they are not planned to be implemented, we would like to understand the impact of Stages 4C and 10-13 on the current network.	
4.2.5	*JOALs*	

	Council Feedback Item	Response
a.	We would like confirmation that JOALs can accommodate people reversing in and out of their driveways in/out of the JOALs. Where the plan is for rubbish trucks to use certain JOALS, we would like confirmation that a 10.3m rubbish truck can safely navigate the intersections and the curvilinear sections of the JOAL	JOALs will be constructed to the standard Milldale JOAL design, which allows vehicles to manoeuvre within the width of the JOAL (7m). Indicative waste management plans (**Appendix 3C**) prepared for the Stage 4C development confirm that Council's waste management trucks can service the development via the JOALs.
	 Stage 11: At the two locations shown in black in the figure above, there is a pedestrian link that runs between or adjacent to the JOALs. We recommend the designs in the next phase ensure clear and deliberate separation, to prevent vehicles on these JOALs from accidentally driving onto the pedestrian path. We also would recommend good separation between the access to these pedestrian links and any adjacent vehicle crossings.	This arrangement has been designed out of the Stage 10 & 11 scheme plan and road layout.

	Council Feedback Item	Response
	 Stage 12: The above figure indicates parallel accesses from the Cemetery Road Link. It is unclear if any turnaround space has been provided. We would like to confirm if there is an east-west link between the yellow link (local road type 2) and the eastern-most red link (JOAL).	This arrangement has been designed out of the Stage 12 & 13 scheme plan and road layout. The block structures have been updated to include superlots within this area that will be accessed via the new public road. JOAL 4015 will provide access to Superlots 1017 and 1018, whilst the remainder of the lots will be accessed via the public road. Please refer to the engineering plans in **Appendix 2J**.
4.2.6	*Pedestrian paths*	
a.	 The figure above highlights a pedestrian path in black, which connects the local roads. Within the park just south of the path, we recommend allocating space for a pedestrian pathway through the park, similar to the approach in Stages 11, 12, and 13. This will secure a continuous pedestrian link to the stream edge road.	The walkway has been located within the reserve. This is considered an appropriate outcome. Please refer to the Urban Design Report included as **Appendix 2K**.
4.2.7	*Cycle lane vs driveways*	

	Council Feedback Item	Response
a.	 In the figure above, the black highlighted lots will have vehicle crossings directly on to the collector road. However, the typical section suggests there will be cycle lanes along these collector roads, and potentially buses.	As above, this is an established, acceptable arrangement that has previously been consented. Where possible, corner lots shall access from alternative side streets. Some lots will have direct access to collector roads which is consistent with previous stages of Milldale.
	The interaction of several driveways with cycle lanes is a safety issue. We recommend safety reviews and considerations for people on bikes on the cycle lanes, interacting with people coming out of their driveways as well as people boarding and alighting from buses at bus stops.	As above, this is an established, acceptable arrangement that has previously been consented. Where possible, corner lots shall access from alternative side streets. Some lots will have direct access to collector roads which is consistent with previous stages of Milldale.

	Council Feedback Item	Response
4.2.8	*Access to lots*	
a.	 We would like to understand the access design for the lots highlighted in **black and grey** in the figure above, as it appears there is a pedestrian link along its frontage	The sites front the local roads. Crossing details for these specific lots will be provided to Auckland Transport when applying for vehicle crossing permits.
5	Healthy waters	
a.	The overarching Milldale development is covered by the Wainui East Future Urban Area Stormwater Management Plan, Version 4 (SMP). This SMP was adopted under the Auckland Council Regionwide Network Discharge Consent (NDC). The proposed development is located within the SMP extents and the future stormwater discharges from public stormwater network are covered by the NDC, subject to compliance with the NDC conditions and the requirements of the SMP.	Noted. The proposed development has been designed in accordance with the Wainui SMP.
5.1	SMP	
a.	The discharge of stormwater runoff within the proposed development area into the future (or existing) public stormwater network will need to comply with the requirements of the overarching SMP. The proposed development will need to demonstrate how the requirements of the SMP	Please refer to the SMP included as **Appendix 2F**.

	Council Feedback Item	Response
	are being adhered to. In summary these include the implementation of the following design criteria: Equivalent SMAF 1 (retention and detention) for all new impervious surfaces Low contaminant generating roofing and cladding materials Treatment of high use roads (over 5,000 vehicles per day) and carparks (greater than 1,000m²) Potential flood attenuation (refer to paragraph below for details)	
b.	The proposed development is located within the SMP Stormwater Management Zones C and D. Due to the potential flooding related effects on the downstream receiving environment, particularly the Wainui Road Bridge above Waterloo Creek, the SMP recommended that the development within these zones and in particular zone D needs to consider flood attenuation. It is noted that as part of the resource consent for Stage 5 of the Milldale development, the catchment wide flood model for the Milldale area (utilised to support the SMP approval process) was reviewed by Healthy Waters. This was due to the assertion at the time that the flood model was updated/corrected at the Wainui Road Bridge crossing, and that the bridge is no longer overtopping and being subject to exacerbated flood hazards and risk (being a result of Maximum Probable Development of the catchment and effects of climate change). It is important to note that the scope of this model review was limited to the Stage 5 development and the changes associated with Wainui Road Bridge crossing only. The subject development proposal indicates that development and changes in landform (and likely new infrastructure) are proposed within the existing floodplain extents and Healthy Waters requests that the updated model incorporating the proposed development is provided for review at the time of the application to enable assessment and confirmation on any associated potential flooding effects particularly at the Wainui Road Bridge. The model is expected to incorporate the proposed development changes in land use, key stormwater infrastructure and changes is landform and should be	Please refer to the SMP included as **Appendix 2F**.

	Council Feedback Item	Response
	supported by an updated model build report and a flood hazard and risk assessment report.	
c.	The flood hazard and risk assessment report is expected to address any potential effects on the Wainui Road Bridge, as well as the properties located between the Wainui Road Bridge and Lysnar Road, and the property at 48 Argent Lane (located between Stages 11 and 12) which does not form a part of the proposed development. The report will also need to address the flood hazards and risks as 'internal' to the proposed development.	Noted. Please refer to the Flood Hazards Risk Assessment included as **Appendix 2F**.
5.2	SWCoP and GD01	
a.	The design of public stormwater infrastructure under the proposed development is expected to comply with the requirements of the SWCoP and GD01. The updated version of the SWCoP (v4) is anticipated to become operational in February 2025 and will apply to this development.	Noted. The proposed development has been designed in accordance with these standards.
5.3	Drainage Reserves	
a.	A relatively large area of drainage reserves is proposed as part of this development. The total area has not been indicated on the plans provided. The approval and acceptance of these reserves is at the discretion of Healthy Waters and is also subject to meeting the relevant design criteria. Insufficient information has been provided as part of the pre-application process to enable such assessment. To enable the assessment of whether the proposed drainage reserves can be accepted by Healthy Waters, additional information needs to be provided at the time of the consent lodgement. This should include but is not limited to the reserve widths, area, slopes and gradients, extent of flooding, geotechnical stability (including prevention of localised bank erosion due to expected flood velocities), planting plans etc. The application also needs to be supported by a comprehensive assessment that demonstrates how the proposed drainage reserves are delivering both an essential stormwater function and a public benefit function (e.g. passive or active recreation, amenity, etc.) which cannot otherwise be achieved if these areas remained in private ownership.	Noted. Sufficient information will be provided within the application. The outcome for drainage reserves is consistent with previous stages of Milldale.

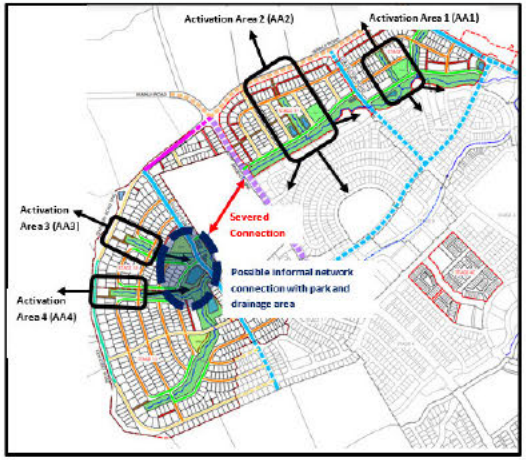
	Council Feedback Item	Response
5.4	Stormwater Management Devices	
a.	Several centralised stormwater management devices are proposed. These are understood to be proposed as public and function to achieve the requirements of the SMP. This approach is supported in principle, and it is recommended that the devices are consolidated as much as practicable. The type of devices was not specified on the plans, however the implementation of stormwater treatment wetlands is recommended and supported where the size of the contributing catchment is appropriate. Roadside raingardens will generally not be supported unless demonstrated through a Best Practicable Option (BPO) assessment that no other devices are feasible. The understanding is that only Stage 4-C is currently intended to use raingardens due to its 'infill' nature of development.	Noted. Stormwater devices have been consolidated into the areas allocated for stormwater management. These areas have been sized to ensure the detention capacity is sufficient to comply with the Wainui SMP. The detailed design of the devices will be provided at EA stage. No rain gardens are proposed in Stages 10-13.
5.6	Stream Hydrology	
a.	In conjunction with the proposed stormwater management devices, the recharge of stormwater runoff into streams is expected to be achieved in a way that maintains the pre-development flow regime during rainfall events. It is important to note that the development is proposing removal of several existing natural wetlands. In coordination with the Auckland Council Ecology & Streamworks specialist it is understood that these wetlands likely have a high-water storage potential, and the removal of the wetlands will likely impact the hydrology of the receiving stream environment (within and downstream of the proposed development) as a result. The application should assess and address these potential impacts, including the providing the necessary mitigation measures in this context. This is expected to be in addition to the hydrology mitigation requirements (i.e. equivalent SMAF 1) under the SMP, which are limited to the mitigation of future impervious surfaces.	This matter has been addressed within the Hydrological Report included as **Appendix 2D.** Post development stormwater catchments have been loaded into the stream heads to ensure headwater flows are maintained. Refer to drawing P24-128-00-3090 to 3093-DR in **Appendix 2J**. Underfill drainage networks will also be routed to stream heads to enable ground water flows to enter the stream heads.
6	Parks Planning	
6.1	Discussions/Considerations	
6.1.1	*Roads and accessways to vest*	

	Council Feedback Item	Response
a.	The proposal should aim to allow for adequate berm widths to accommodate sustainable tree growth and to aid the provisions of the Auckland Council Urban (Ngahere) Strategy (2019). Wide berms should be prioritised to allow for appropriate conditions for street growth, but to also enhance amenity outcomes. The proposal should provide a relevant assessment with regard to E38.3(14) in allowing for an enhancement of natural features and indigenous trees and vegetation.	The proposed berm widths are considered to be appropriate.
b.	The Road to vest with its relevant landscaping should avoid planted berms including conflicting points of infrastructure, locating infrastructure under the back berm or footpath. In alignment with Chapter 7 – Landscaping Code of Practice, clarification on the inclusion of raingardens whilst providing adequate raingarden widths, cross sections and species lists should be provided. Moreover, and from an operational lens, road-to-road accessway amenity planting is not supported whilst road-to-reserve accessway planting on a case-by-case basis is supported.	Noted.
c.	Parks Planning recognises the challenges of establishing native species in streetscape environments. Many native trees thrive best in forest-like settings, benefiting from the microclimatic conditions and ecological support clumped planting provides. The urban streetscape environment, with its harsher growing conditions, such as limited soil volumes, exposure to wind, and heat from hard surfaces, can make it difficult for native species to establish and thrive as standalone specimens. To address this, a combined approach is recommended that integrates native and exotic species. This strategy would enable the creation of resilient streetscapes while ensuring the ecological, aesthetic, and functional success of the planting, which will contribute to climate impact and sustainability strategies. Carefully selecting exotic species with complementary characteristics can provide shade, shelter, and microclimatic conditions that support the establishment of native trees. Mixed planting schemes can also enhance biodiversity, visual interest, and year-round canopy coverage.	Noted. A combined approach has been adopted. Please refer to the Streetscape Landscaping Drawings included as **Appendix 2N** and **Appendix 3E**.
6.1.2	*Establishment of esplanade reserves*	

	Council Feedback Item	Response
a.	The workshop and provided plans as referenced in section 2 above did not provide any reference to any proposed esplanade reserves to vest. Subject to a stream width confirmation for the relevant streams that dissect the site and subject to accurate surveyor methodology confirmations, esplanade reserve triggers will be determined.	A Stream Width Investigation is provided with the application. Please refer to **Appendix 2V**.
b.	In reference to s230 of the RMA, this enables Parks Planning to take up to 20m of the esplanade reserve. If a reduced esplanade reserve width is applied, the Parks Planning Team would require a robust assessment of the establishment of the esplanade reserve against E38.3(25). This is required for the proposed width of the esplanade reserve to be sufficient for conservation, as well as for potential future public access. Mitigation in the form of planting is strongly recommended for any width reduction.	The proposed scheme plan is consistent with the stream width assessment. No Esplanade Reserves are proposed.
c.	Parks Planning advises caution regarding the vesting of an esplanade reserve where the stream width is inconclusive. If a detailed survey at s223 determines the stream is less than 3m wide, Local Board approval and the full Council acquisition process would be required, as there is no RMA obligation to establish the reserve. Council is not obligated to accept vested land, and there is a risk the Local Board may reject the proposal. Additionally, if there is no trigger under the AUP or RMA, Local Board budget availability must be confirmed to cover the required operational expenditure before accepting any esplanade reserve as a vested asset.	The proposed scheme plan is consistent with the stream width assessment. No Esplanade Reserves are proposed.
6.1.3	*Neighbourhood parks*	
a.	Neighbourhood parks (NP's) should be located to provide direct and safe linkages to destinations in the surrounding neighbourhood. Open space should be of a suitable size and topography with appropriate catchments as per the 2016 Open Space Provision Policy.	This matter has been addressed within the Urban Design Report included as **Appendix 2K**. The proposed parks are considered to be appropriate.

	Council Feedback Item	Response
b.	 *Figure 1: Council's Property Provision Team's mapping of overlaps between planned network, and existing catchments afforded by the stage 7 NP and the Suburban Park. Source: Rahman Bashir - Principal Property Provision Specialist, dated 29/11/2024.* Political approval exists for four neighbourhood parks within the Stages 10-13 as per figure 1 above. Ongoing plan changes to the north and west of Milldale have impacted the broader acquisition of NP's within the Milldale catchment. According to Council's Principal Property Provision Specialist, Rahman Bashir, Figure 1 illustrates significant overlap between the planned networks and the existing catchments provided by the Stage 7 Neighbourhood Park and the central Suburban Park (Stage 9). Figures 1 and 2 include the application of a 450m ped shed as per policy requirements.	Noted. The number of parks has been reduced in consultation with Council since the pre-application meeting.

	Council Feedback Item	Response
c.	 *Figure 2: Redesigned network and overlaps with a 450m ped-shed. Source: Rahman Bashir - Principal Property Provision Specialist, dated 29/11/2024.* Noting the above, Council's Property Provision Team has outlined a preference for a redesigned network as per Figure 2 below, losing 2 parks within the fast track (Stages 11 & 13) area and utilising existing catchments. Council's Property Provision Team has based this assessment on applying a 450m pedshed as per policy requirements, with what they determine to be a validated low-density approach.	Noted. The number of parks has been reduced in consultation with Council since the pre-application meeting.
6.1.4	*Green network and future connections*	
a.	Green networks should provide linkages between neighbourhood/suburban parks with generous berms, street trees, wide footpaths and cycleways to connect parks and open spaces, creating recreational circuits for walking, running and cycling. Providing direct, high-quality pedestrian and cycle connections between open spaces to neighbourhood destinations such as shops, schools, public transport routes and other parks should be prioritised.	Noted. This matter has been addressed within the Urban Design Assessments included as **Appendix 2K** and **Appendix 3J**.

	Council Feedback Item	Response
b.	The workshop indicated that the applicant proposes to vest the below green network as drainage reserve. Parks Planning does not determine if drainage reserves are accepted for vesting, this determination lies with Healthy Waters. Healthy Waters have engaged Parks Planning to provide high level pedestrian and public amenity activation comments, aiding in any determination for vesting. The applicant is please requested to clarify the intended function of the proposed draiange reserves and how these reserves will contribute to public amenity and activation.	Noted.
c.	Referring to Figure 1, the proposed reserve lots show limited activation due to a break in continuity caused by Lot 4 DP 151229 (147 Argent Lane, Upper Orewa). According to the precinct requirements under I544.10.1 Wainui: Precinct Plan, the reserve edge road is designed to enhance activation, as illustrated in the cross-section featuring a 3-meter recreational path within the road reserve (DWG No - P24-128-00-2015-RD). Preliminary plans indicate that accessways prioritise activation along the reserve edge road and through AT-vested accessways, rather than relying on pathways within the reserve areas.	Noted. This matter has been addressed within the Urban Design Report included as **Appendix 2K**.
d.	 *Figure 3: Possible activation areas and public amenity. Source: Road Typology Plan, November 2024 with Cas Hannink Edits.*	The proposed arrangement is considered to be acceptable for the reasons set out within the Urban Design Report included as **Appendix 2K**.

	Council Feedback Item	Response
	Based on the high-level plans and Figure 3 above, the following Activation Areas (AA's) have been identified: AA1 & AA2: Located adjacent to parks and reserves, offering connections to adjacent stages and the Stage 9 Suburban Park. AA3 & AA4: Possible informal connections and activation with proposed park location and stormwater ponds. From the above high-level assessment, the above areas pending further activation details are seen as opportunities for public benefit. Input from the Council Property Provision Team suggests that eliminating any NP requirement could in turn affect any acquisition and functionality of activation areas (AA's).	
6.1.5	*Precinct plan considerations*	
a.	The precinct plan requires the width of open space to be a minimum width of 25m for the Waterloo creek ecological corridor and 15m for secondary ecological corridors as per I544.6.1. Open Space (1). The applicant is required to provide these widths and clarify the function of the greenway corridors in combination with section 4.4 above. Additionally, the applicant is required to consider and assess I544.3(4) including the roads, pedestrian links and open space as per the I544.10.1 Wainui: Precinct plan 1 including the equal functional equivalence.	Noted. Please refer to **Volumes 2 – 4** of the AEE.
6.1.6	*Interfaces and retaining*	
a.	The Stage 10-13 and 4C proposals for interfaces near reserves, parks, and accessways must incorporate design elements that emphasise accessibility, safety, and activation. Fencing should adhere to visual permeability, such as open black pool-style fences or similar designs that are at least 50% visually and of a maximum 1.2m height. Retaining walls, where necessary, should blend with the natural environment, incorporating stepped or landscaped designs to reduce visual dominance. Any retaining structures visible from public spaces must be attractively finished and softened. Milldale Design Guidelines: Milldale_Design_Guidelines_070119 (3).pdf	Noted. Please refer to the Fencing Plan included as **Appendix 2J**, drawing P24-128-0150-GE. Further, consent notices (**Volume 6**) are proposed in all stages to ensure low height fencing and planting are established alongside public open space and walkways.

	Council Feedback Item	Response
6.2	Key considerations and requirements prior to lodgement	
6.2.1	*Esplanade reserves (if a trigger is determined)*	
a.	The applicant is please requested to provide accurate survey confirmations regarding any potential esplanade reserve triggers for streams. Additionally, confirmation of the survey dates will be required.	The proposed scheme plan is consistent with the Stream Width Investigation included in **Appendix 2V**. No Esplanade Reserves are proposed.
b.	Parks Planning cannot determine stream width triggers as per the Survey Spatial NZ direction and Guidance (Resource Consents) document. *"In those cases where the planner processing the subdivision consent application receives survey information confirming the location of esplanade reserve or esplanade strip boundaries, or that a river does not qualify for the creation of an esplanade reserve or esplanade strip, the planner will enlist the council's Subdivision Team to review that information and to confirm the methodology used was appropriate for that particular site. The council's Parks Planning Team will no longer be involved in this aspect of the subdivision consent process."*	The proposed scheme plan is consistent with the Stream Width Investigation included in **Appendix 2V**. No Esplanade Reserves are proposed.
c.	If a stream trigger is determined, additional specialist reporting to understand how natural hazards, such as flooding and erosion, may affect open space over the long-term would be required. The surveys should demonstrate the proposed reserve width (undertaken by a qualified and Registered Surveyor). Upon lodgement, the proposal should provide confirmation to fulfil the 20m width under Rule E38.4.1 (A8) of the AUP with a relevant assessment under s229 of the RMA, or if a reduction is sought, providing mitigation.	The proposed scheme plan is consistent with the Stream Width Investigation included in **Appendix 2V**. No Esplanade Reserves are proposed.
d.	All other streams should be confirmed by the processing planer as a permitted activity or a trigger for assessment.	Noted. Please refer to **Volumes 2 – 4** of the AEE.
e.	In accordance with section 239 of the RMA, esplanade reserves should vest free from all encumbrances and interests in land. Council must agree to accept any structures (e.g. stormwater lines and outfalls) in esplanade reserves prior to the consent being issued. Any outfalls accepted by Council should be designed to be as visually sympathetic.	The proposed scheme plan is consistent with the Stream Width Investigation included in **Appendix 2V**. No Esplanade Reserves are proposed.
6.2.2	*Drainage reserves and activation*	

	Council Feedback Item	Response
a.	If drainage reserves are appropriate to vest as determined by Healthy Waters, a landscaping plan and reserve planting plan should be provided in alignment with Chapter 7 – Landscaping Code of Practice to exhibit appropriate planting methodologies, sizing of planting species and spacing.	Noted. This detail is provided in **Volume 3**.
b.	Any proposed drainage reserves to vest should please demonstrate relevant gradients and cross sections whilst noting the safe and efficient maintenance of plants located on slopes.	Maximum landscape planted slopes of 1V:3H have been allowed for in drainage reserves. All drainage reserves will have safe access enabled via a stream edge path either in the reserve edge of the stream edge roads or a dedicated path within the drainage reserve. These paths will be designed for vehicle loads.
c.	A visual of any outfalls in the reserve should be provided. These should be naturalised to reduce visual effects on the reserve. Outfalls that are cast in situ with inset rocks and designed to enable visual mitigation with surrounding planting are preferred to precast concrete wingwalls. Any concrete used shall be coloured with black oxide to allow it to blend into the environment.	The detail will be provided at EA stage. All outlets will be appropriately screened as they have been in previous stages of Milldale.
d.	Flooding assessments and instability confirmations are required for any passive activation through drainage reserves and edges, influencing the determination of passive activation and public amenity benefits.	Noted. This detail can be provided at EA stage.
e.	The precinct plan requires an ecological corridor width as per I544.6.1. Open Space (1). The applicant is required to provide these widths and clarify the function of the greenway corridors.	The precinct plan has been complied with.
6.2.3	*Wider network and movement*	
a.	To help determine the passive activation and possible recreational function of any proposed drainage reserves, the applicant is please requested to provide a movement plan for the wider open space network, illustrating how open spaces or greenways will connect, independent of road corridors. The applicant should demonstrate how the proposed drainage reserves provide public benefit.	Refer to Urban Design Report and Landscape drawings in **Appendix 2K** and **Appendix 2N** respectively.
b.	There is a significant gap in connectivity with the severed connection (Lot 4 DP 151229 - 147 Argent Lane, Upper Orewa), to which the applicant	A number of road connections are provided to this site to ensure good connectivity in general accordance with the Precinct Plan.

	Council Feedback Item	Response
	must justify how future connections through this area would be established, if informal connections can be established, and how these relate within the wider catchment.	
6.2.4	*Neighbourhood parks*	
a.	Council's Property Provision Team recommends reducing the number of neighbourhood parks from four to two within Stages 10-13 (eliminating parks in Stages 11 and 13). This adjustment would leverage the existing catchments whilst the proposed redesign is based on policy requirements for a 450m ped-shed, validated through the low-density nature of the area. The aim is to optimise park distribution and avoid unnecessary overlaps within the network and lodged northern and western plan changes.	The proposal includes two neighbourhood parks.
b.	The applicant is please requested to provide a broader catchment analysis, taking into account the ongoing northern and western plan changes adjacent to stages 10-13. The applicant is please requested to incorporate green connections, streams, potential drainage reserves, and esplanade reserves from a wider catchment view relating to all proposed Neighbourhood Parks.	Please refer to the Urban Design Report included as **Appendix 2K**.
c.	The applicant is please requested to ensure all proposed neighbourhood parks provide a 30x30m flat kick ball space (gradient ≤3%) with no utility devices on road frontages. A detailed assessment is required to confirm proposed parks are not subject to floodplains or instability.	Noted and complied with.
d.	The applicant is please requested to provide commentary on the mechanisms that will be implemented to protect the character of the suburb and the pending neighbourhood park catchment analysis. Although premature, it would be beneficial to understand the proposed inclusion of relevant consent notices and limitations placed on titles and super lots.	Please refer to the Urban Design Report included as **Appendix 2K** and **Volumes 2** of the AEE.
	Note: *The plans provided are high-level and lack detail for specific stages, making it difficult to accurately assess the distribution, acquisition, and possible vesting of reserves and open spaces. These aspects remain fluid and will require further discussion and assessment.*	Noted.

	Council Feedback Item	Response
6.2.5	*Interfaces*	
a.	The applicant is please requested to outline the mechanisms proposed to manage the boundary interface where private lots are located directly adjacent public open spaces.	Noted. Please refer to the Fencing Plan included as **Appendix 2XJ**, drawing P24-128-0150-GE. Consent notices (**Volume 6**) are proposed in all stages to ensure low height fencing and planting are established alongside public open space and walkways.
b.	Retaining walls and supports at the boundaries of open space should be avoided and must be contained within private lots. A wall within 1.5m of open space is defined as a 'building' in the AUP(OP). It is preferred that retaining walls are set back 1.5m from the boundary of open space whilst being consistent with the retaining design guidelines as per the Milldale Design Guidelines: Milldale_Design_Guidelines_070119 (3).pdf.	Noted. There will be unavoidable situations where walls will be located within 1.5m of public open spaces and public walkways. Assessment is provided within **Volumes 2 – 3** of the application to address these specific circumstances and consent notices are proffered to ensure appropriate boundary treatment **(Volume 6)**.
c.	Retaining walls, where necessary, should blend with the natural environment, incorporating stepped or landscaped designs to reduce visual dominance including a recessive design finish.	Noted. This approach has been adopted into the proposed design outcomes in all stages.
d.	Fencing boundary treatments on bordering reserves, accessways and proposed lots to vest will need to be low height (1.2m), 50% permeable and of a recessive design finish.	Noted. Consent notices (**Volume 6**) are proposed in all stages to ensure low height fencing and planting are established alongside public open space and walkways. Retaining walls fronting public spaces will be designed of high quality materials such as keystone.
e.	Passive surveillance and Crime Prevention Through Environmental Design (CPTED) outcomes to ensure safety, visibility, and to foster a sense of security should be provided for all interfaces adjacent to proposed lots to vest.	Passive surveillance and CPTED outcomes are considered to be acceptable with detailed assessment provided within **Volumes 2 – 3** of the Application.
6.2.6	*Roads to vest and accessways*	
a.	The applicant is please requested to provide detailed landscape plans for proposed roads and accessways with detailed species lists, maintenance considerations and locations. All landscape plans should be in accordance with the Chapter 7 – Landscaping Code of Practice.	Please refer to the Streetscape Landscaping Plans included as **Appendix 2N** and **Appendix 3E**.

	Council Feedback Item	Response
b.	The applicant is please requested to avoid planted berms including conflicting points of infrastructure, locating infrastructure under the back berm or footpath	Noted. The proposed streetscape landscaping has taken into consideration the location of all required road and servicing infrastructure in the comprehensive design of each stage. The streetscape arrangements will be refined at EA detailed design stage.
c.	Cross sections of roads and accessways are please requested to show service line locations and depths. All street trees must meet Chapter 7 – Landscaping Code of Practice including E38.3(17)(d) in requiring sufficient road reserves to accommodate the needs of lighting, street furniture, landscaping and reticulated infrastructure in a way that will not create future safety and maintenance issues.	Please refer to the Infrastructure Drawings included as **Appendix 2J** and **Appendix 3C**.
d.	The proposal must be consistent with Auckland's Urban Ngahere (Forest) Strategy (2019) and the applicant is please requested to provide a relevant assessment with regard to E38.3(14) in allowing for an enhancement of natural features and indigenous trees and vegetation.	The proposed planting strategy is considered to be consistent with regards to E38.3(14). Please refer to **Volume 2** and **Volume 3** of the AEE.
e.	Parks Planning acknowledges the challenges of establishing native species in streetscapes. A combined approach is recommended that integrates native and exotic species. This strategy would enable the creation of resilient streetscapes while ensuring the ecological, aesthetic, and functional success of the planting, which will contribute to climate impact and sustainability strategies. Carefully selecting exotic species with complementary characteristics can provide shade, shelter, and microclimatic conditions that support the establishment of native trees. Mixed planting schemes can also enhance biodiversity, visual interest, and year-round canopy coverage.	A combined approach has been adopted. Please refer to the Streetscape Landscaping Plans included as **Appendix 2N** and **Appendix 3E**.
6.2.7	*Other matters for consideration*	
a.	The applicant is please requested to provide a detailed assessment of I544.6.1 (1) and I544.3(4) relating to relevant open space considerations and the I544.10.1 Wainui: Precinct plan 1.	The proposal does not infringe any of the permitted subdivision standards under I544.6. The riparian margins adjacent to Milldale Stream will meet the 15m minimum width required by I544.6.1(1). The proposal is in general accordance with the Wainui Precinct Plan 1 (I544.10.1).

	Council Feedback Item	Response
b.	The applicant is please requested to consider any appropriate bollards / removable bollard locations to prevent vehicle access for accessways and open space lots.	Noted.
c.	Any parks furniture/seating will be required to go through a Local Board and Infrastructure Funding Agreement process.	Noted.
d.	The applicant is please requested to confirm if any heritage items are within proposed lots to vest.	No heritage items are within lots to vest.
e.	Neighbourhood parks are please requested to vest as 'Land in Lieu of Reserve.' Proposed lots to vest must show clear delineations and boundaries.	Noted and provided for in the Scheme Plan included in **Appendix 2J**.
f.	Utility boxes such as transformers are required to be located away from proposed drainage and esplanade reserves including any proposed land in lieu of reserves (neighbourhood parks).	Noted. This will be detailed at EA stage.
g.	For the proposed wastewater treatment plan, the applicant should confirm if any additional existing and proposed lots to vest will be impacted by this particular development.	Please refer to **Volume 4** of the AEE.
h.	The applicant is please requested to clarify how existing trees will be managed (if any are present). Parks Planning aims to avoid taking responsibility for hazardous trees or old shelter belts that fall into streams or reserves (if vested), as this could create ongoing maintenance issues.	Of the 697 trees requiring removal, 153 are located within the open space zone. The Arboricultural Report (**Appendix 2B**) confirms that these trees to be retained are suitable for retention in future public spaces.
i.	Any works that have the potential to affect trees within the existing Council owned Lots will require Tree Owner Approval. It is recommended to prepare an arborist report for all affected trees and lodge a Tree Owner Approval application via treemanager@aucklandcouncil.govt.nz	Noted. The application is forthcoming, and we note approval is required prior to tree removal.
7	Urban Design	
7.1	Stage 10-13	
a.	The block structure proposed for the future superlots is generally received positively. The proposal places the urban blocks in alignment with the natural topography, following the natural movement of the land.	Noted.

	Council Feedback Item	Response
b.	The block sizes generally vary around 50-70m deep as measured from the drawings. This would enable some more compact lots around 25m deep and some deeper variations with around 30-40m depth. The proposal created slightly smaller and more compact sites in the central locations and considered larger sites as transitioned towards the edges. This approach also appears to be in alignment with the underlying zoning.	Noted.
c.	The proposal in principle avoids creating taller retaining walls across the street interfaces and looks to solve the level changes and retaining requirements in mid-block location between two proposed lots. This outcome is presented in various sectional drawings provided between pages P24-18-UD-CD401-404. This approach is supported. The applicant also demonstrated that these levels will be treated in a gradual manner. This is also an important aspect to consider and the core thinking here is supported. It is recommended to consider a stepped levelling approach where appropriate to avoid tall barriers of walls and fences that could compromise the amenity of the private lots.	Noted. The design has sought to minimise retaining walls where possible. RE slopes have been introduced where retaining features are required to be over 3m in height. This provides a softer and gradual design approach to the slope.
d.	I have considered most of these blocks and lots to be suitable for development, including the larger lots allocated around the park edge roads. These Park edge larger lots are generally around 30m or deeper. This depth could allow for various development options including medium-density housing options and could in principle enable/accommodate rear lane options.	Noted.
e.	The proposed block system is generally well-connected, with the proposal achieving a connected network of urban blocks. For some of these blocks also rear lanes were proposed in some stages. This outcome is also supported. Rear lanes will be practical design solutions to concentrate vehicular access and services at the rear of the site and would allow for better streetscape outcomes with less crossings, improved front yards and landscaping opportunities and better architectural response to streets.	Noted.
f.	The southern part of Stage 13 has limited connection options for the site to the Future Urban Zone (FUZ) to the south. The interface here is	Future connectivity has been provided for. Please refer to the scheme within **Appendix 2J**.

	Council Feedback Item	Response
	generally defined by rows of lots and provides a single access point from a collector road across an approximately 800m long interface. I would recommend further options to be tested and considered for future connectivity.	This area of the site is topographically constrained. A pedestrian link has been included, approximately mid-block, between the collector road and the paper road to the west. There is provision for a future intersection between Cemetery Road and Young Access, as shown on drawing P24-128-00-2046-RD within **Appendix 2J**.
g.	The proposal has created a network of green amenities across the proposed stages that is consistent with the zoning and the created block structure. This is considered very positive and will add to the quality of the urban environments that will be created and also contribute to enhancing the natural features of the area. Park edge roads were also considered and created for most instances, which is also a positive and desired outcome.	Noted.
h.	There are also various parks proposed across the proposal area, for each stage. These parks are approximately located 400-700m apart from each other, each serving a different stage. These parks are also designed as part of the green network. From an urban design perspective, their locations are supported, they will each serve each stage as their main catchment, and they are designed in a positive manner being surrounded by road reserves.	Noted.
i.	There are two Business- Neighbourhood Centre Zones locations on site, one located south of Stage 10-11 and the other located northeast of Stage 13. As measured from the provided drawings, it appears to be an approximately 1km distance between the two locations. These could be considered as both centres would have a catchment of a 500m diameter on their own and could service a catchment for 5-10 min walking distance each. From an urban design point of view, this is considered a logical and supportable outcome. The local centre zoning for the Stage 13 site ends before the intersection between the collector road connecting the north-south direction. This collector road is also currently the major connection	Noted.

	Council Feedback Item	Response
	with the FUZ zone to the south. In my opinion, a local centre that is extended to this collector road could be a more logical option.	
7.2	Stage 4C	
a.	The more detailed design provided for Stage 4C for the land use consent is also generally considered to be positive. This proposal creates a series of connected streets and urban blocks with perimeter-type site arrangements with internal courtyards and rear lanes.	Noted.
b.	For the majority of the interfaces created, the proposal will generally achieve a positive response to the street with the aid of these rear lanes and parking courts.	Noted.
c.	Most units have a frontage with the street as well as access to the rear lane for services and vehicular access. This arrangement will enable development options that are complimentary to the streetscape expectations and policies of the proposal zone such as H6.3.(3). However, there are some exceptions to this arrangement, and some building blocks in various locations are only accessed from a rear lane JOAL environment.	Noted. The proposed arrangement is considered acceptable and is discussed in both the AEE for **Volume 3** and Urban Design Assessment included as **Appendix 3J.**
d.	For these units, the quality of JOAL spaces should be commensurate with the increased use and importance, as their exclusive access point. Therefore, enhanced amenities should be integrated to address the increased demand for frontage and access to these lots, achieving a positive urban environment. Dedicated pedestrian footpaths and additional landscaping features should be prioritised within these spaces. This approach would also align with the PC79 amendments to the transport provisions.	The proposed arrangement is considered acceptable and is discussed in both the AEE for **Volume 3** and Urban Design Assessment included as **Appendix 3J.** Pedestrian footpaths are provided on all JOALs, lighting will be provided at detailed design stage, and landscaping within JOAL facing lots has been designed to contribute to the JOALscape amenity.
e.	There is also another exception for a building block located on Superlot 5708, which is only accessed by the road reserve. This building block will create a row of crossing across the road reserve. For this location, wider lots and unit typologies would be more suitable, which could allow for both driveway access and a reasonable building frontage. Typologies that are chosen for this area, should take this into consideration. Also, further access options for these units from the adjacent JOALs can be explored.	The proposed access arrangement is considered to be acceptable. Please refer to the Urban Design Assessment and Transport Report included as **Appendix 3J** and **Appendix 3H**.

	Council Feedback Item	Response
f.	The pedestrian through-site link access provided from the Superlot 5708 is also considered potentially unnecessary. This will lead residents to use this access through the JOAL realm option, for a minimal gain in convenience of access, instead of using the street network with superior overall amenities concerning; quality of space, legibility, social interaction, safety and surveillance. This connection could attract more pedestrians/users into the semi-public JOAL realm.	Individual JOALs have been considered at length within the **Volume 3** AEE and Urban Design Assessment included as **Appendix 3J**. The proposed JOAL design has been further refined, and the arrangement is considered to be high-quality, safe and legible, and necessary to address site level changes.
g.	With these considerations and recommendations noted, overall, the proposal demonstrates good urban design principles with generally well-connected block structures, appropriate responses to topography, integration of green networks, and alignment with zoning expectations. In my opinion, the proposal is progressing in a positive direction concerning urban design outcomes.	Noted.
8	Wastewater	
a.	The discharge will take place to a stream which empties into Orewa Estuary. The Applicant will need to consider the effects on public due to recreational use of both the stream and estuary.	Noted. Please refer to **Volume 4** of the AEE.
b.	We would expect to see dilution modelling of the estuary at least, and possibly the stream. This should be used for estimating concentration of various contaminants in the stream and estuary under various flow and tidal scenarios.	Please see expert reporting in relation to **Volume 4**.
c.	The dilution modelling could also be used as part of a Microbial Health Risk Assessment (MHRA). Given the scale of discharge and the fact there will be use of the estuary (and possibly stream – to be confirmed by the Applicant) we will be expecting a MHRA, which should include an assessment of health risks due to shellfish consumption as well as recreational use of the water bodies.	Please see expert reporting in relation to **Volume 4**.
d.	The applicant may wish to consider estimating the percentage contribution the discharge will make to contaminants (mainly nutrients) in the catchment ie is it 0.1%? 1%? 10%? This can be informative in	Please see expert reporting in relation to **Volume 4**.

	Council Feedback Item	Response
	assessing the overall impact of the discharge compared with other inputs in the catchment.	
e.	The effects on ecology in the receiving stream and in the estuary should be considered, including effects on aquatic life and benthic communities. This will be considered by both myself and the Council Ecologist.	Please refer to the Ecology Report included as **Appendix 4E** and **Volume 4** of the AEE
f.	Iwi support for the proposed discharge will be beneficial.	Noted. Please refer to section 3 of the Consultation Summary.
g.	Odour and noise from the plant should be considered.	Please refer to the Apex WWTP Design Report included as **Appendix 4I.** An odour control system is proposed within the WWTP to eliminate or neutralise offensive odours.
h.	Details of alternative options should be provided, with clear and definitive reasons as to why they weren't selected. This should include details of any discussions with Watercare, including reasons why Watercare won't accept the wastewater until plant upgrades have been made.	Several alternatives were considered during the planning and design phases of the WWTP. Please refer to **Volume 4** of the AEE.
i.	Details on how the plant will be commissioned should be provided, particularly around how the treatment plant will be managed when there are very few properties connected.	FHLD will construct and own the WWTP, including the take-off manhole from the Watercare main transmission line. Watercare and FHLD have discussed and agreed upon this ownership arrangement (refer to the consultation section of the Overview Report).
j.	Council will be expecting a high level of detail in all the technical reports, including (but not limited to) the MHRA, ecological effects report, and dilution modelling.	Please refer to the **Volume 4** AEE and supporting appendices.

2.5 Watercare

Prior to lodgement, FHLD has engaged in ongoing discussions and meetings with Watercare to explore solutions for addressing the potential wastewater capacity issues at the Army Bay WWTP that could impact Milldale. These discussions have considered various treatment and discharge options to ensure the proposed WWTP meets the needs of the Milldale development.

A letter from Watercare dated 17th December 2024 is included at **Appendix 1G.2**. This letter sets out the agreed approach to the design of the temporary WWTP, which is reflected in the proposed design as set out in **Volume 4** of the AEE.

Also included at **Appendix 1G.2** is correspondence from Watercare regarding the proposed water supply strategy. This includes comments on the proposed water supply layout plans and the proposed booster pump site. This confirms that Watercare agree to the location of the booster pump site and otherwise did not have any other queries about the water supply strategy at that time.

3.0 Iwi Consultation Summary

All Iwi listed in Auckland Council's mana whenua consultation website were contacted on 29 October 2024 via email. A record of this communication is included as **Appendix 1G.3**. Of the 12 iwi groups contacted:

- Two sought engagement:
  - Ngāti Manuhiri
  - Te Kawerau ā Maki
- Ten did not provide a response:
  - Ngāi Tai ki Tāmaki
  - Ngāti Maru
  - Ngāti Pāoa
  - Ngāti Te Ata
  - Ngātiwai
  - Ngāti Whanaunga
  - Ngāti Whātua o Kaipara
  - Ngāti Whātua Ōrākei
  - Te Ākitai Waiohua
  - Te Rūnanga o Ngāti Whātua

An overview of the specific correspondence with mana whenua is provided in **Table 2**, section 3.1 below.

3.1 Overview of Specific Correspondence from Mana Whenua

Table 2: Overview of Correspondence with Mana Whenua

Iwi	Summary of Communications	Expressed Interest?
Ngāi Tai ki Tāmaki Ngāi Tai ki Tāmaki Tribal Trust [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. No response was received.	No (No response ever received)
Ngāti Manuhiri Manuhiri Kaitiaki Charitable Trust [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. • Ngāti Manuhiri responded on 31/10/24 requesting engagement. • B&A booked a site visit on 21/11/24 with Ngāti Manuhiri. • A hui was held over Microsoft Teams on 14/11/24. At the hui, B&A presented an overview of the proposal and the Fast-track Approval Bill. It was agreed that the next step was to undertake an on-site hui at the location of the Wastewater Treatment Plant (WWTP). • [redacted] from Ngāti Manuhiri contacted B&A via email on 20/11/24 to cancel the site visit on 21/11/24 due to another site visit for the wastewater works. • A joint on-site hui was held on 5/12/24 with Ngāti Manuhiri, Te Kawerau a Maki, FHLDL and their representatives. • B&A sent an email on 24/01/25 with an update on the application, shared Te Kawerau a Maki CIR and invitation to provide feedback, requesting a response by 31/01/25. • [redacted] from Ngāti Manuhiri responded on 24/01/25 confirming they will provide a statement of support of Te Kawerau a Maki CIR alongside a brief assessment from Ngāti Manuhiri. • A brief cultural assessment was received by B&A on 11/02/25 and is included as **Appendix 1G.5**. The assessment advised that that Ngāti Manuhiri do not oppose the proposal and included recommendation for conditions relating to contractors undertaking a cultural induction, providing Ngāti Manuhiri 10 days notification prior to earthworks beginning. The recommendations have been adopted as conditions of consent. In respect of accidental	Yes

Iwi	Summary of Communications	Expressed Interest?
	discovery protocol this matter has been addressed by way of the Archaeological Management Plan. • Ngāti Manuhiri undertook a site visit with FHLD on 12/02/25 to discuss the design for the mahi toi on the bridge. Following the meeting FHLD contacted Ngāti Manuhiri advising that the proposal to retain, realign, or remove waterways and areas currently defined as wetland. FHLD provided an overview of the works as well as a site plan, ecological memorandum and a plan and planting schedule for the offsetting works consented as part of Stage 9 as an example of what will occur in the proposed off-setting areas. No response was received.	
Ngāti Maru Ngāti Maru Rūnanga [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. No response was received.	No (No response ever received)
Ngāti Pāoa Ngāti Paoa Trust Board [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. No response was received.	No (No response ever received)
Ngāti Te Ata Ngāti Te Ata [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. No response was received.	No (No response ever received)
Ngātiwai Ngātiwai [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. No response was received.	No (No response ever received)
Ngāti Whanaunga Ngati Whanaunga Incorporated [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. No response was received.	No (No response ever received)
Ngāti Whātua o Kaipara Ngā Maunga Whakahii o Kaipara Development Trust [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. No response was received.	No (No response ever received)

Iwi	Summary of Communications	Expressed Interest?
Ngāti Whātua Ōrākei Ngāti Whātua Ōrākei [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. No response was received.	No (No response ever received)
Te Ākitai Waiohua Te Ākitai Waiohua Iwi Authority [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. No response was received.	No (No response ever received)
Te Kawerau a Maki Te Kawerau Iwi Tiaki Trust [redacted]	• B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024. • [redacted] from Te Kawerau a Maki responded on 30/10/24 requesting engagement. • A hui was held over Microsoft Teams on 19/11/24. At the hui, B&A presented an overview of the proposal and the Fast-track Approval Bill . It was agreed that the next step was to undertake an on-site hui at the location of the Wastewater Treatment Plant (WWTP). • A joint on-site hui was held on 5/12/24 with Te Kawerau a Maki, Ngāti Manuhiri, FHLDL and their representatives. • [redacted] from Te Kawerau a Maki confirms on 20/12/24 they will provide a CIR. • [redacted] provided a CIR from Te Kawerau a Maki for the wastewater treatment plant on 24/01/25 (**Appendix 1G.4**). The report states no CIA will be prepared, Te Kawerau a Maki do not oppose the proposal and includes recommendations.	Yes
Te Rūnanga o Ngāti Whātua Ngāti Whātua Ōrākei Trust [redacted]	• B&A sent initial email on 11/10/2022 with overview of proposal and invitation to be further involved, requesting a response by 04/11/2022. No response was received. • B&A sent initial email on 29/10/2024 with overview of proposal and invitation to be further involved, requesting a response by 15/11/2024.	No (No response ever received)

4.0 Environmental Protection Agency

A summary of correspondence with the Environmental Protection Agency (**EPA**) is set out below:

- B&A sent an initial email on 10 February 2025, advising that we are seeking to lodge a number of projects in February and requesting a pre-application meeting and access to the lodgement portal.
- A pre-application meeting was held on 16 February 2025. At the meeting, the EPA provided any overview of the FTAA and the substantive application process. The Applicant and their representatives advised that the application would be lodged on 28 February 2025. The Applicant and their representatives advised that they were unable to successfully contact MfE.
- Following the meeting, the EPA advised that they had requested contact details and pre-application meeting process information from MfE. The EPA advised to include evidence of attempting to make contact with MfE in the application. This evidence is attached as **Appendix 1G.7**.

The complete correspondence with the EPA is included as **Appendix 1G.6.**

5.0 Ministry for the Environment

A summary of correspondence with MfE is set out below:

- B&A sent initial email on 18 December 2024, advising that we are seeking to lodge a number of projects in February and requesting a pre-application meeting early in the new year.
- The EPA responded on 18 December 2024, advising that they would be in a position to meet with prospective applicants after the enactment of the Bill, and finalisation of guidance material. They advised this would be early in the new year and that they would make contact until then.
- B&A followed up on 13 January 2025, requesting a pre-application meeting. No response was received.
- B&A followed up again on 21 January 2025, advising that we are keen to begin consultation and noting our project lodgement date being shortly after 7 February. No response was received.
- B&A followed up again on 23 January 2025. No response was ever received. The MfE email contacts ([redacted] no longer appear to be monitored.

The complete correspondence with the MfE is included as **Appendix 1G.7.**

6.0 Heritage New Zealand Pouhere Taonga

A summary of correspondence with HNZPT is set out below:

- B&A sent an initial email on 11 November 2024, with overview of proposal, the recorded archaeological site to be removed and invitation to engage on the project. No response was received.
- B&A sent a follow up email on 25 November 2024 to set up an initial meeting to discuss the proposal.
- HNZPT responded on 26 November 2024, advising that they had forwarded our email to the Mid Northern Area Manager, [redacted], to coordinate with us directly.
- B&A sent a follow up email to [redacted] on 4 December 2024 to set up an initial meeting to discuss the proposal.
- [redacted] responded on [redacted] behalf on 5 December 2024, requesting the Archaeological Assessment for review prior to meeting. [redacted] noted that the information in the report may be sufficient to address any queries.
- B&A provided the draft Archaeological Assessment to [redacted] for review on 16 December 2024. After receiving an out-of-office the email was subsequently forwarded to [redacted]
- B&A called [redacted] on 17 December 2024, advising of the project timeline, and requested a tentative meeting in January, subject to [redacted] review of the report.
- B&A sent a follow up email to [redacted] on 7 January 2025 to check if the draft Archaeological Report was sufficient to address any queries they may have or if we should proceed with a meeting.
- [redacted] responded on 13 January, advising HNZPT does not need to hold a meeting, but would be happy to address any further questions as they arise.
- HNZPT's response to the proposal formalised in the letter included as **Appendix 1G.8**. The letter included a recommendation to provide a recording strategy for the archaeological site upon lodgement. This recommendation has been adopted, and a recording strategy has been provided within the Archaeological Management Plan included as **Appendix 5C**. This is also a requirement of the proposed conditions of the Archaeological Authority (**Volume 6**).

7.0 Potentially Affected Land Owners

As identified within Volumes 2 and 3 of the AEE, during the development of the proposal it was identified that three land owners may be affected by the proposal. These parties include:

- 147 Argent Lane in relation to the partial drainage of a *potential* wetland on the property associated with the redirection of stormwater associated with Stages 10 - 13. This matter is addressed at length in Volume 2 of the AEE.
- Lot 5700 in relation to construction noise associated with Stage 4C. This matter is addressed at length in Volume 3 of the AEE.
- Lot 5701 in relation to construction noise associated with Stage 4C. This matter is addressed at length in Volume 3 of the AEE.

No other potentially affected land owners have been identified. In accordance with clause 5(1)(d) of Schedule 5 of the FTAA, the names and addresses of adjacent landowners and occupiers is included as Appendix 1D.

The complete correspondence with the potentially affected land owners is included as Attachment 1G.9. A summary of correspondence with the potentially affected landowners listed above is set out in Table 3 below.

Table 3: Overview of correspondence with potentially affected landowners.

Address & Owner	Summary of Communication	Expressed Interest
147 Argent Lane (Lot 4 DP 151229) [redacted]	• FHLD sent email on 17/03/2025 to the owner/occupier with an overview of proposal and how the proposed stormwater redirection may result in the reclamation of a potential wetland on their site requesting a response by 21/03/2025. • [redacted] replied on behalf of the owner on 18/03/2025 requesting ecological reports and an extension of response time to 26/03/2025. • FHLD supplied the ecological reports on 18/03/2025. • FHLD supplied further information in relation to the stormwater layout and drainage on 19/03/2025. • [redacted] replied on behalf of owner on 25/03/2025 confirming that their client has assessed the reports and is happy for the works to proceed. [redacted] also advised that: *Their only real concern is that these works that are being undertaken all around them might concentrate stormwater from areas*	Yes, happy for works to proceed.

	beyond their boundaries to the extent that their property becomes overburdened with storm water and thereby cause them serious tortious damage. *I have advised them that they are entitled to rely on the expert consultants that have been involved with this project to have taken all those concerns into account during the design phase, and that the Council's assessment of the project has considered those reports and have found them satisfactory when issuing the resource consent.* • FHLD responded 26/03/2025 confirming that the stormwater strategy involves direction all stormwater to detention ponds that will storm nd release flow from the subject site to 147 at a reduced rate. FHLD also confirmed that the proposal will also involve upgrades that will convey water away from 147. • FHLD requested to share the correspondence and provide contact details to the EPA. [redacted] confirmed that the correspondence could be shared.	
Known as Lot 5701 Created via Stage 4C - 1 [redacted]	• FHLD sent initial email on 17/03/2025 with overview of proposal and invitation to be further involved, requesting a response by 21/03/2025. No response received to date.	No. No response received
Known as Lot 5700 Created via Stage 4C - 1 [redacted]	• FHLD sent initial email on 17/03/2025 with overview of proposal and invitation to be further involved, requesting a response by 21/03/2025. No response received to date.	No. No response received.