

## RC Pre-application Minutes

Planner-led Pre-application No. PRR00042204 – Milldale Stages 4C, 10 – 13, WWTP Fast Track Pre-App		
Applicant	Fulton Hogan Land Development Limited	
Contact details	Contact	Nick Roberts / Rachel Morgan – Barkers & Euan Williams / Hannah O’Kane - Woods (Agents)
	Email	[REDACTED] [REDACTED]
Site address	Cemetery Road Wainui, Lot 2 DP 488814	
Proposal	Fast Track: To undertake earthworks and civil works to create sites for over 1,100 residential sites.	
Plans and information	Pre-app request dated 23/10 accompanied by application form, checklist and overview plans	
Meeting to be held		
Date, Time, Room	Tuesday 5 November 9-10am, online via Teams	
Proposed meeting participants – Customer / Agents	David Maclean Rachel Morgan Magdalena Regnault Euan Williams Emma Howie Jamie Whyte Tim Rickards Grant Fahey (apologies) Nick Roberts (apologies) Hannah O’Kane (apologies) Jo Sunde (apologies)	Fulton Hogan Land Development Limited Barker & Associates Barker & Associates Woods Woods Woods Woods Fulton Hogan Land Development Limited Barker & Associates Woods Woods
Proposed meeting participants – Council	Carly Hinde Dylan Pope Hedre Dednam Shahriar Tehrani	Principal Project Lead - Auckland Council External Planner - DCS Major Developments Interface Lead - AT Senior Development Planner - AT

Summary of key considerations and issues	
<b>1 – Introductions</b>	-
<b>2 – Site Overview: Description, Planning Matters etc</b>	Euan gave an overview of the overall Milldale development.
<b>3 – Proposal Overview</b>	<p>It was confirmed that Stages 4C, 10 and 13 have been added to the recent Government's Fast Track list and it is intended that a Fast Track application will be lodged in January 2025.</p> <p>The application will include an Overview Report, Stakeholder Engagement Report and separate Conditions of Consent table. It will comprise one application but it will seek approval for three distinct aspects of development to enable the delivery of approx. 1,200 residential lots, comprising:</p> <ul style="list-style-type: none"> <li>- Stage 4C (integrated land use and subdivision) – It was noted that the Council and applicant had previously undertaken pre-application discussions in 2023 in regards to Stage 4C (2). It will comprise four components i.e. 4C 2, 3, 4 and 5, plus new public roads and infrastructure (vested) and c. 20 staged super-lots, with design sets due to provided for each of these super-lots.</li> <li>- Stages 10 – 13 (greenfield development) – the scope will include: bulk earthworks and some freshwater issues (the extent of this is to be confirmed, but it is envisaged to include intermittent / wetland streams matters), roading infrastructure, lot design, neighbourhood reserves (which will need reviewed with Council parks team) and commercial retail offerings.</li> <li>- Wastewater treatment plant – it will be for temporary usage. Rachel confirmed that whilst the plant is not explicitly referenced in the Fast Track wording, there is reference in the text to 'supporting infrastructure' for the new residential development. The final wording of the Fast Track bill is not yet known, but it is assumed at this stage that there is sufficient scope in this wording to enable the plant to be included with the consent.</li> </ul>
<b>3 – Engagement</b>	<p>It was confirmed that during the Fast Track process, the Council will have opportunities to provide feedback on the lodgement documentation and comment on draft conditions. Initial stakeholder engagement has been undertaken, including with Iwi groups and this will continue up to the lodgement. It is not envisaged that the Local Board will be consulted prior to lodgement and there is no requirement for this.</p> <p>Fulton Hogan would like to hold a workshop-style session with key Council specialists in advance of the lodgement, to discuss the main topics. Dylan supported this, though noted the Council specialist's likely limited capacity before Christmas and in the January period.</p>

<p><b>4 – Fulton Hogan Project Team overview</b></p>	<p>Euan provided an overview of the project team for each of the three components and it was agreed that the key matters for the scheme (i.e. urban design, engineering, infrastructure and ecology) would need targeted discussions with the Council specialists, including at the workshop session, to inform the lodgement assessment work. It is envisaged that freshwater features will be affected as part of the development – an assessment on this matter is currently being undertaken.</p> <p>It is not envisaged that the conditions of consent will be able to be reviewed in advance of the lodgement because of the timescales.</p> <p>If the Fast Track process / timings change (as part of the Government legislation), the lodgement documentation will reflect this.</p> <p>The scheme will be ‘in-keeping’ with the wider built Milldale development (in terms of road layouts, pedestrian access etc.), subject to contour / land gradients, and Jamie will provide an assessment within the lodged plan set which will demonstrate its accordance with the Precinct Plan.</p>
<p><b>5 – Auckland Transport</b></p>	<p>AT had no comments and requested that they are kept updated.</p>
<p><b>6 - Next Steps &amp; Timescales</b></p>	<p>Euan confirmed that he would circulate the presentation slides (<u>post-meeting note: forwarded on 05/11</u>) and an overall programme and identification of key considerations would be circulated in advance of the workshop session.</p> <p>Carly / Dylan / Rachel / Euan – to coordinate workshop session timings etc with specialists (<u>post-meeting note: workshop to be held on 21/11</u>).</p> <p>Dylan noted that early engagement with Council regarding Ecology matters will be important, particularly in respect to identification and consensus regarding what existing wetlands on the site meet the definition of wetland, and for streams including intermittent streams. This is a fundamental matter for the application.</p> <p>Dylan also noted for the proposed Neighbourhood Centre zones that this would likely require both Council Economic and Policy input, acknowledging the size and location of the Neighbourhood Centres are not known at this stage.</p>

**Project:** Milldale Stages 4C, 10 -13, Wastewater Plant - Fast Track Consent Workshop

**Date:** 21 November 2024

**Time:** 11am – 2pm

**Location:** Site visit meeting point: End of Cemetery Road (dead end), Wainui  
Project meeting: Fulton Hogan Site Office, 2 Henry Taylor Drive, Unit 1 (upstairs)

**Attendees:**

Name	Role/Organisation
Carly Hinde – Planner	Auckland Council
Dylan Pope – Planner	Auckland Council
Samuel Holmes – Development Engineer	Auckland Council
Antoinette Bootsma – Ecologist	Auckland Council
Dali Suljic	Healthy Waters
Cas Hannink – Parks Planner & Benedict Free – Parks Landscape / Arboro specialist	Auckland Council
Sharmin Choundhury – Flow – traffic engineer	Auckland Council
Shahriar Tehrani & Paul Schischka – traffic engineer	Auckland Transport
Mustafa Demiralp – urban designer	Auckland Council
Dylan Walton – GWE (wastewater)	Auckland Council
Sean Connelly	Fulton Hogan
Rachel Morgan / Magdalena Regnault	Barker & Associates
Euan Williams / Hannah O’Kane	Woods
Sean Wu / Cam Wallace	Woods / Barker & Associates (urban design)
Jamie Whyte / Pranil Wadan	Woods (engineering)
Mark Delaney	Viridis
Trevor Lee-Joe	Stantec

Item	Item	Who
1	<b>Site walkover</b> <b>11:00am to 11:30am</b> <ul style="list-style-type: none"> <li>Meet at end of Cemetery Road (Stages 12 &amp;13)</li> <li>End of Lysner Road (Stages 10-11)</li> <li>Parish Drive (Stage 4C)</li> </ul>	All

Item	Item	Who
	<ul style="list-style-type: none"> <li>Wastewater location (Dylan W &amp; others)</li> </ul>	
2	<b>Project overview &amp; process</b> <b>11:30am – Midday</b> <ul style="list-style-type: none"> <li>Key aspects of the proposal / design</li> <li>Fast track approvals bill requirements</li> <li>Process steps and timeframes</li> </ul>	Woods / B&A
3	<b>Urban design and open space</b> <b>Midday- 12:30pm</b> <ul style="list-style-type: none"> <li>Key urban design &amp; open space features</li> <li>Discussion and feedback</li> </ul>	Sean / Cam / / Mustafa / Cas / Benedict
4	<b>Engineering and stormwater</b> <b>12:30pm – 1:00pm</b> <ul style="list-style-type: none"> <li>Key engineering issues and mitigation</li> <li>Discussion and feedback</li> </ul>	Jamie Whyte / Pranil Wadan / Samuel Holmes / Dylan Walton
5	<b>Transport</b> <b>1:00pm – 1:30pm</b> <ul style="list-style-type: none"> <li>Key transport issues and mitigation</li> <li>Discussion and feedback</li> </ul>	Trevor Lee Joe / Sharmin Choundhury / Shahriar Tehrani & Paul Schischka
6	<b>Ecology</b> <b>1:30pm – 2pm</b> <ul style="list-style-type: none"> <li>Key ecological features and offset proposed</li> <li>Discussion and feedback</li> </ul>	Mark Delaney / Antoinette Bootsma



**From:** [Magdalena Regnault](#)  
**To:** [Magdalena Regnault](#)  
**Subject:** FW: PRR00042204 - Milldale - Stages 4C, 10 -13, Wastewater Plant - Fast Track Workshop (DRAFT)  
**Date:** Thursday, 20 February 2025 3:41:20 pm  
**Attachments:** [Safe Attachments Scan In Progress.msg](#)

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**From:** Dylan Pope <[REDACTED]>  
**Sent:** Monday, 9 December 2024 4:21 pm  
**To:** Rachel Morgan <[REDACTED]>  
**Cc:** Carly Hinde <[REDACTED]>  
**Subject:** PRR00042204 - Milldale - Stages 4C, 10 -13, Wastewater Plant - Fast Track Workshop (DRAFT)

Hi Rachel

Firstly, thank you for engaging with Council at the pre-application stage including the site visit/ walkover and Fast Track Design Workshop on 21 November 2024. This was helpful to understand the design approach for each component of the application.

Please find attached feedback from the following feedback from Council Specialists who had attended the Fast Track Design Workshop:

- Streamworks (Antoinette Bootsma)
- Healthy Waters (Dali Suljic)
- Parks – (Cas Hannink)
- Transport (Sharmin Choudhury)
- Urban Design (Mustafa Demiralp)
- Auckland Transport (Shahriar Tehrani)
- Wastewater for Wastewater Plant (Dylan Walton)

### **Planning**

The following high-level planning feedback and comments are provided in respect to the information that has been provided, noting that this primarily includes the Engineering Plans prepared by Woods and that no assessment or analysis has been provided in terms of consultant reports/ assessments. I also note that other planning related matters have been captured by other specialists in the attached including Urban Design and Parks and to avoid duplication please refer to these Memos.

### **Stages 10-13**

- 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 .
- 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.
- 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.

- 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.
- It is understood that the location the Neighbourhood Centre would not be in accordance with the Wainui Precinct Plan and that a Neighbourhood Centre is proposed within the northern extent of Stage 12. It has been advised that an Economics Report is currently being prepared to support the application that will address the distribution and size of the Neighbourhood Centres within the wider Milldale area that includes two recent proposed Private Plan Changes for Milldale North and Milldale West. At this stage and without receipt of the Economics Assessment I am unable to provide high-level comments on this aspect of the application, noting that the reliance of Neighbourhood Centres in Milldale North and Milldale West may be problematic from a planning perspective as decision(s) on these proposed plan changes have not yet been made; and the details of these, including the size and location of the Neighbourhood Centres, are not definitive.
- 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 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.

#### Wastewater Plant

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 follow:

- 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.
- The application will need to provide details of those parts of Milldale that the treatment plant will serve.
- Details of what other options/ alternatives (including upgrade to the Army Bay Wastewater Treatment Plant) have been considered will be required.
- Details of the duration of the consent will need to be included
- Details of landscape planting/ screening are required to be included.

#### Stage 4C

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.

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.

#### Local Board

The applicant is encouraged to engage and consult with the Rodney Local Board prior to lodgement of the application.

### Development Engineering

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*

### 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

I trust that the above is helpful, however please get in touch if you have any questions or if you would like to discuss.

Cheers  
Dylan

**Dylan Pope**, Planning Consultant (BSc. Land Planning and Development)



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## Technical Memorandum

### PRR00042204 - Milldale - Stages 4C, 10 -13

#### Wastewater Specialist Comments on Milldale Development Auckland Council

**TO:** Carly Hinde  
**FROM:** Dylan Walton

**REF:** J4428-38  
**DATE:** 6 December 2024

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Following the site visit on 21st November 2024 and the meeting with other Specialists on Wednesday 27<sup>th</sup> November 2024, below are my key notes and observations as they relate to wastewater treatment and disposal for the Milldale subdivision development. All of the comments relate to wastewater treatment plant overall at the site – not the specific stages.

- 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.
- 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.
- 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.
- 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 assessing the overall impact of the discharge compared with other inputs in the catchment.
- 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.
- Iwi support for the proposed discharge will be beneficial.
- Odour and noise from the plant should be considered.
- 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.

- 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.
- 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.

**Prepared by:**

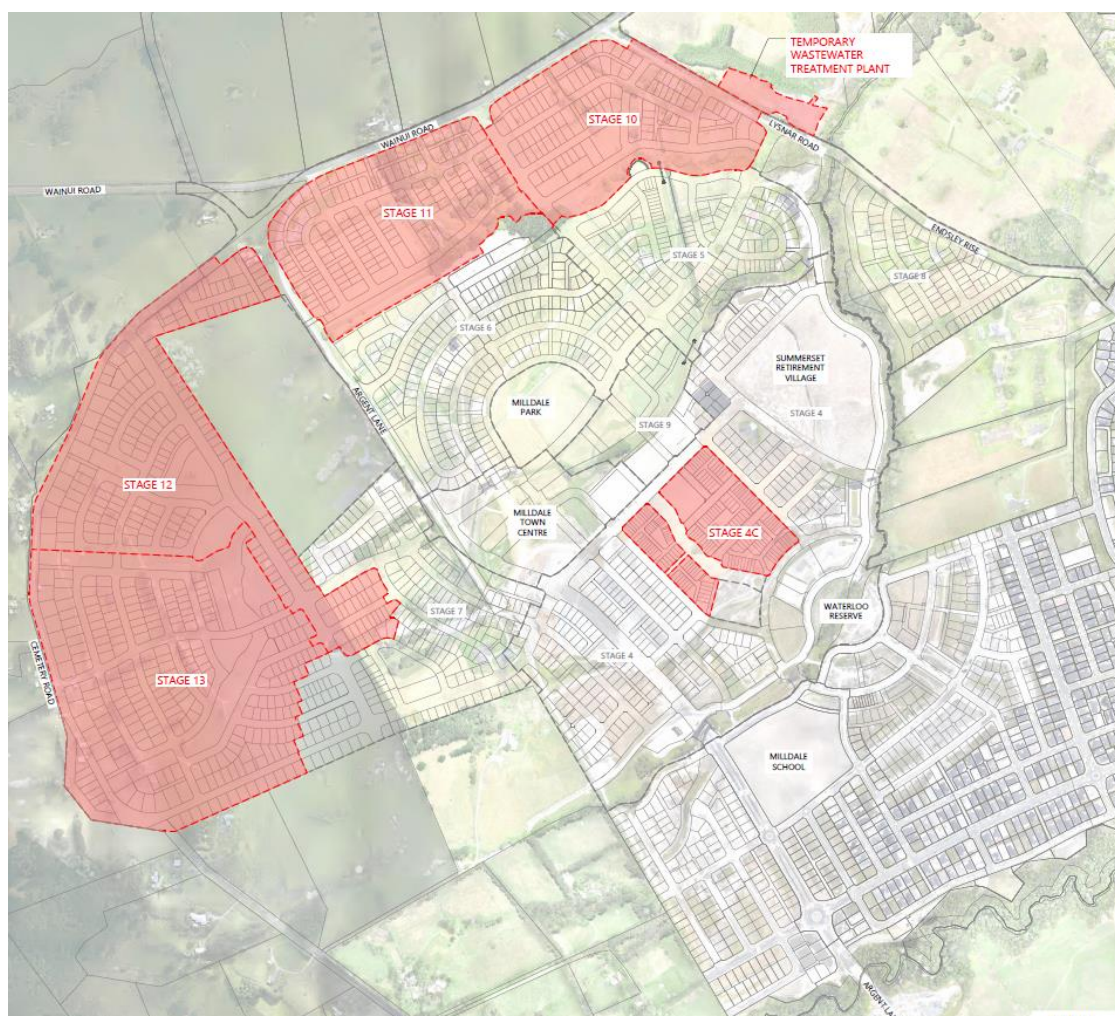
Dylan Walton  
Senior Wastewater Engineer

# Memorandum

To:	Dylan Pope, Consultant Planner (AC) Carly Hinde, Principal Project Lead (AC)
From:	Shahriar Tehrani, Senior Development Planner (AT)
Date:	6/12/2024
Subject:	PRR00042204 - Milldale Development Fasttrack Project
Has a meeting occurred:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
When did the meeting occur:	21/11/2024
Site Address:	Milldale
Proposal:	The proposed development includes: <ul style="list-style-type: none"><li>• Development of Stages 10-13 and the super lots of Stage 4C of Milldale Development Project</li></ul>

## **Initial Comments**

It should be noted that the plans are high level, limited and not detailed enough for comprehensive comments or advice to be provided at this stage. No further documents have been provided other than some general drawings. The comments below correspond to what has been provided by the Applicant so far.



**Figure 1:** stages to be developed through FastTrack shown in red.

## Information Required at Resource Consent Stage

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.

## Specific comments

- 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.
- 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.
- 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.
- 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.



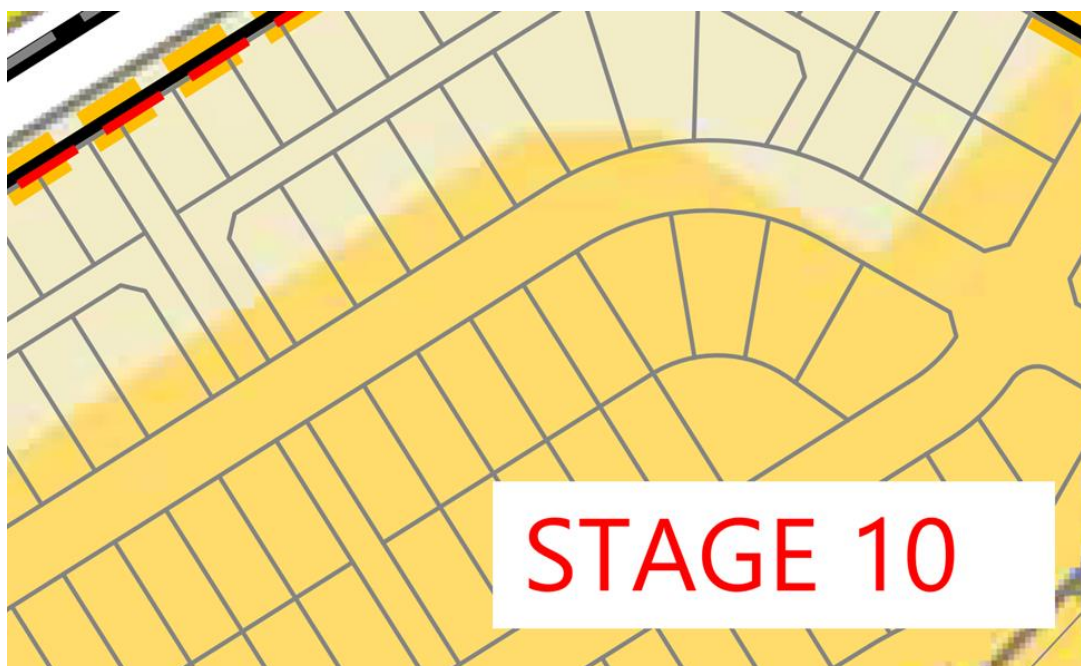
- The same applies to the two intersections below which are on the boundary between Stages 12 and 13.



# Memorandum



- 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.





- 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.
- 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.
- 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.

## Other Comments

- The Applicant must indicate which intersection layouts are proposed for all the intersections. This will need to be shown on the drawings.
- 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.
- 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.
- 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 cul-de-sacs, and only allow walking and cycling access onto Waiwai Road.
- 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.

## Stormwater

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.

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.

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.

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.

## **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.

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### *Important note to Auckland Council:*

*The views expressed by AT specialists within a preapplication are the preliminary views, made in good faith, on the applicant's proposal. Not all specialists may have reviewed this proposal nor has any specialist conducted a precise review for design and standards compliance. We reserve the right to change and/or add to our comments in the future. The views stated in this document are to be taken as high level and used for guidance only.*

## **RE: PARKS PLANNING INPUT FOR PRE-APPLICATION PRR00042204**

Date: 3<sup>rd</sup> December 2024

Subject Pre-application: PRR00042204

Address: Cemetery Road, Lot 2 DP 488814

Workshop Date: 21/11/2024

To: Carly Hinde - Principal Project Lead - Premium Unit

Dylan Pope – Consultant Planner for Auckland Council - DCS

From: Cas Hannink – Parks Planning | Parks & Community Facilities Department

### **1.0 Purpose and description:**

Pre-application advice for a proposed Fast Track (FT) application for residential development at Milldale (Stages 4C and 10 – 13), some small-scale retail and an associated temporary wastewater plant.

### **2.0 Report and relevant Plans:**

All those within the application, in particular:

- PRR00042204 – Council Workshop Memo – 14/11/2024.
- PRR00042204 – Auckland Council Plan Set for Review 22/11/2024.

### **3.0 Background**

The sites that make up the subdivision element of the project represent the final stages of the wider Milldale development, encompassing Stages 4C (balance) and 10, 11, 12, and 13 as identified in Appendix A. These stages are located to the north and west of the previously approved Stages 6 and 7. Stage 4C is centrally located within the development, bordered by Parish Drive to the north, Papakiri Road to the west, and Karapapa Road to the east.

A workshop and site walkover was conducted on 21/11/2024, with subsequent plans noted in section 2 above (Auckland Council Plan Set for Review) sent to Council staff on 25/11/2025.

### **4.0 Discussions/Considerations:**

The Milldale Fast Track Application includes three components:

- Greenfield Stages 10 – 13;
- Stage 4C Integrated Land Use / Subdivision; and
- Temporary Wastewater Treatment Plant.

The application will be lodged with the Environmental Protection Agency (EPA) in accordance with the requirements of the Fast Track Approvals Act (noting this is currently a Bill and expected to be passed into legislation by the end of 2024). It is proposed that this application will be lodged in January 2025. The Fast Track Approvals Bill requires the Applicant to consult with the Council prior to lodging the

substantive resource consent application. The Council will have further opportunities to provide comments to the EPA once the application is lodged.

The below main discussion points and considerations relates specifically to green field stages 10-13 including the Stage 4C integrated Land Use and Subdivision.

#### **4.1 Roads and accessways to vest**

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 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.

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.

#### **4.2 Establishment of esplanade reserves**

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.

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.

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.

#### 4.3 Neighbourhood parks

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.

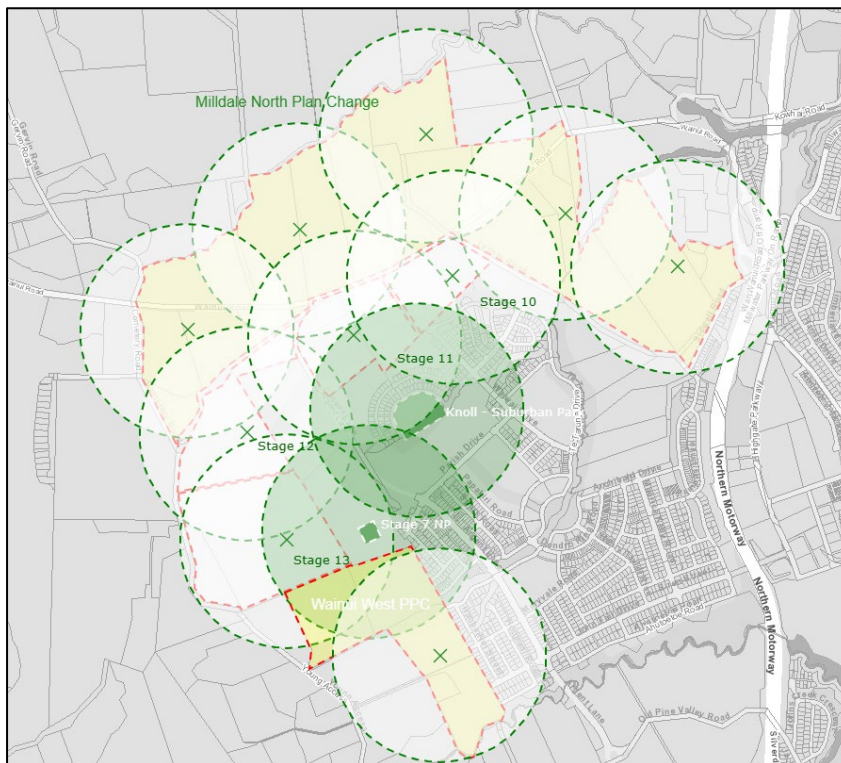


Figure 1: Council's Property Provision Team's mapping of overlaps between planned network, and existing catchments afforded by the stage 7 NP and the Suburban Park.

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 Mildale have impacted the broader acquisition of NP's within the Mildale 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.



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.

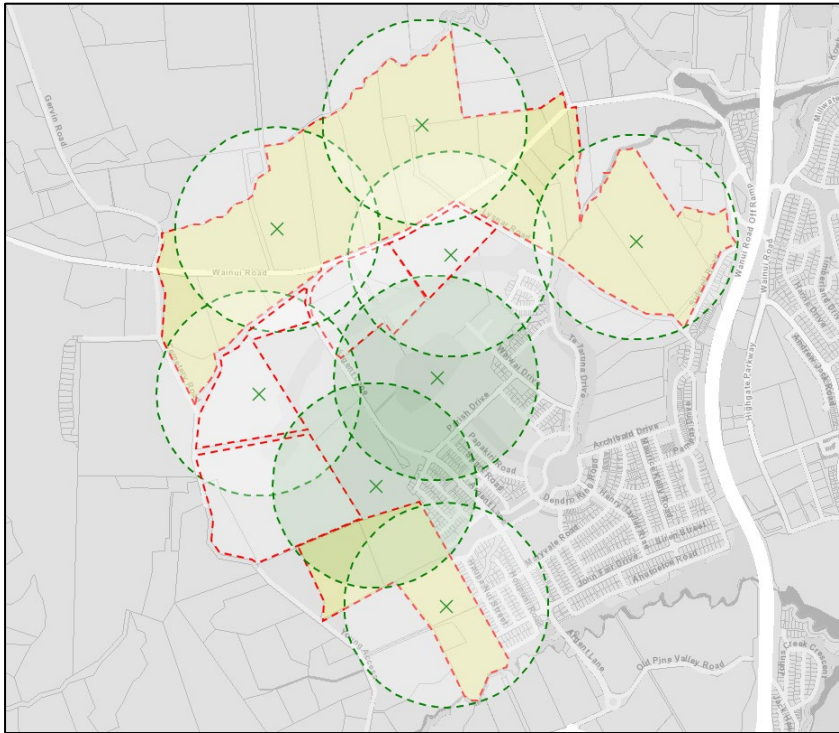


Figure 2: Redesigned network and overlaps with a 450m ped-shed.

Source: Rahman Bashir - Principal Property Provision Specialist, dated 29/11/2024.

#### 4.4 Green network and future connections

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.

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.



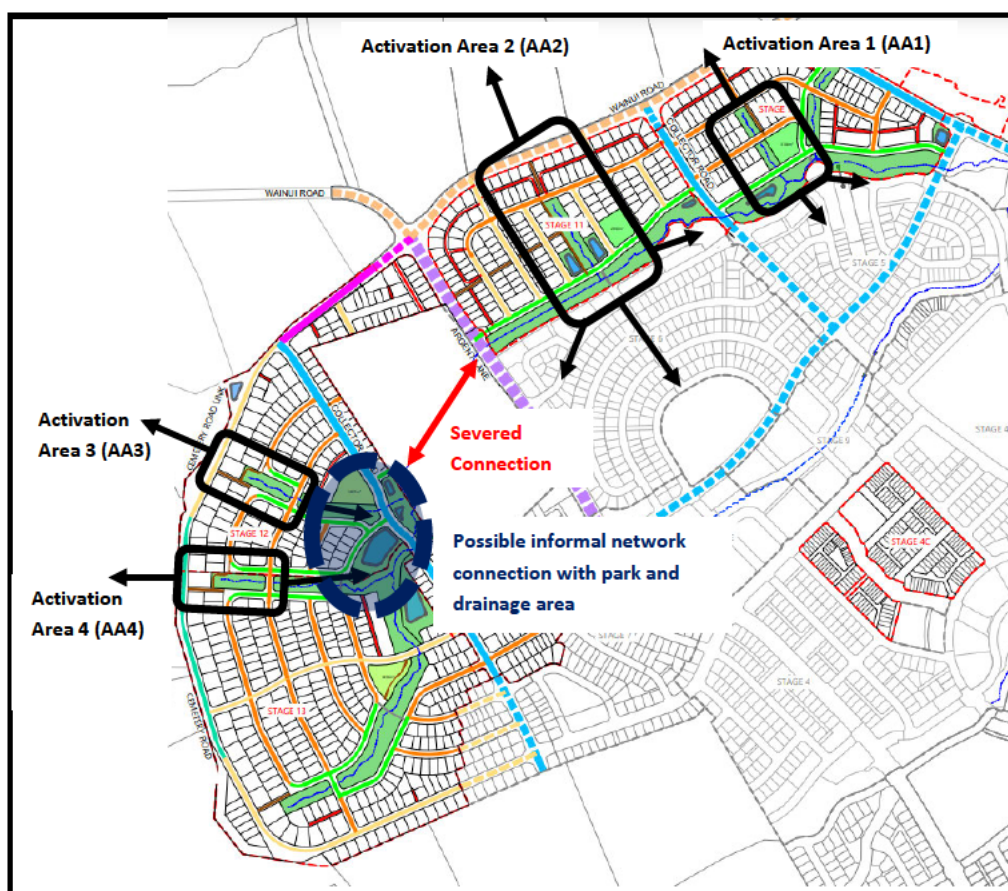


Figure 3: Possible activation areas and public amenity.  
*Road Typology Plan, November 2024 with Cas Hannink Edits.*

Source:

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.

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).

#### 4.5 Precinct plan considerations

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.

#### 4.6 Interfaces and retaining

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](#)

### 5.0 Key considerations and requirements prior to lodgement

#### 5.1 Esplanade reserves (If a trigger is determined)

- 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.
- 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.”*

- 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.

- All other streams should be confirmed by the processing planer as a permitted activity or a trigger for assessment.
- 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.

## **5.2 Drainage reserves and activation**

- 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.
- 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.
- 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.
- 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.
- 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.

## **5.3 Wider network and movement**

- 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.
- There is a significant gap in connectivity with the severed connection (Lot 4 DP 151229 - 147 Argent Lane, Upper Orewa), to which the applicant 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.

## **5.4 Neighbourhood parks**

- 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 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.
- The applicant is please requested to ensure all proposed neighbourhood parks provide a 30x30m flat kick ball space (gradient  $\leq 3\%$ ) with no utility devices on road frontages. A detailed assessment is required to confirm proposed parks are not subject to floodplains or instability.
- 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.

**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.*

## 5.5 Interfaces

- 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.
- 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](#).
- Retaining walls, where necessary, should blend with the natural environment, incorporating stepped or landscaped designs to reduce visual dominance including a recessive design finish.
- 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.
- 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.

## **5.6 Roads to vest and accessways**

- 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.
- The applicant is please requested to avoid planted berms including conflicting points of infrastructure, locating infrastructure under the back berm or footpath.
- 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.
- 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.
- 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.

## **5.7 Other matters for consideration**

- 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 applicant is please requested to consider any appropriate bollards / removable bollard locations to prevent vehicle access for accessways and open space lots.
- Any parks furniture/seating will be required to go through a Local Board and Infrastructure Funding Agreement process.
- The applicant is please requested to confirm if any heritage items are within proposed lots to vest.
- The applicant is please requested to clearly demonstrate on the scheme plan the vesting type and titles relating to any proposed esplanade, drainage and neighbourhood parks.

Neighbourhood parks are please requested to vest as 'Land in Lieu of Reserve.' Proposed lots to vest must show clear delineations and boundaries.

- 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).
- 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.
- 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.
- 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 [REDACTED]

**Notes:**

Please note that the above is pre-application advice only and is based on the plans and information presented at the pre-application stage. The above is not a final specialist memo, and does not constitute written approval. Any resource consent application should be forwarded to the Parks Planning Team [REDACTED] - for assessment at the time of lodgement.

Please note that any works within the existing esplanade reserve will require Land-Owner Approval (LOA). The Land Advisory Team should be contacted for this at [REDACTED]

If you have any queries or questions relating to the above request, please do not hesitate to contact me on [REDACTED] or email at [REDACTED]

Kind regards,



Cas Hannink  
Parks Planning | Parks & Community Facilities Department | Auckland Council



# Memo

Date: 04/12/2024

To: Carly Hinde, Principal Project Lead, Planning and Resource Consents – Premium Unit

From: Dali Suljic, Consultant Specialist, Growth & Development, Healthy Waters

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## **Healthy Waters Response to Request for Pre-application Advice**

**Address: Cemetery Road, Lot 2 DP 488814, Wainui (Milldale Stages 4C and 10 -13)**

**Application Reference: PRR00042204**

### **1. Background**

Healthy Waters were engaged to attend a pre-application workshop on 21 November 2024 for the proposed development of Stages 4C, 10 -13 and a private Wastewater Treatment Plant being part of the wider Milldale development. The scheme is proposed to be progressed under the new Fast Track process.

The following final pre-application plans were submitted to Council:

- Milldale Fast Track Stages 10-13, prepared by Woods, dated November 2024

The proposal was discussed with the following additional specialists:

- Mereene Mathew, Senior Specialist, Planning, Healthy Waters
- Mark Iszard, Growth and Development Manager, Healthy Waters

The below pre-application advice is relative to the level of information provided as part of the pre-application workshop and documentation, and is subject to assessment at the time of the application lodgement.

### **2. Pre-application Advice**

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.

#### **a. SMP**

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 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 car parks (greater than 1,000m<sup>2</sup>)
- Potential flood attenuation (refer to paragraph below for details)

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 in landform and should be supported by an updated model build report and a flood hazard and risk assessment report.

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.

b. SWCoP and GD01

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.

c. Drainage reserves

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.

d. Stormwater Management Devices

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.

#### e. Stream Hydrology

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.

# Memo

Date: 05/12/2024

To: Carly Hinde, Principal Project Lead, Planning and Resource Consents – Premium Unit

From: Antoinette Bootsma, Senior Specialist, Earth, Streams & Trees Team, Auckland Council

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## **Freshwater Ecological Response to Request for Pre-application Advice**

**Address: Cemetery Road, Lot 2 DP 488814, Wainui (Milldale Stages 4C and 10 -13)**

**Application Reference: PRR00042204**

### **1. Background**

Healthy Waters were engaged to attend a pre-application workshop on 21 November 2024 for the proposed development of Stages 4C, 10 -13 and a private Wastewater Treatment Plant being part of the wider Milldale development. The scheme is proposed to be progressed under the new Fast Track process.

The following final pre-application plans were submitted to Council:

- Milldale Fast Track Stages 10-13, prepared by Woods, dated November 2024

The below pre-application advice is relative to the level of information provided as part of the pre-application workshop and documentation and is subject to assessment at the time of the application lodgement.

### **2. Pre-application Advice**

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.

#### **a. 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.

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.

**From:** [Mustafa Demiralp](#)  
**To:** [Carly Hinde](#); [Dylan Pope](#)  
**Subject:** RE: PRR00042204 - Milldale - Stages 4C, 10 -13, Wastewater Plant - Fast Track Workshop  
**Date:** Wednesday, 4 December 2024 8:00:16 am

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Hi Carly,

Please see my urban design notes regarding this application following our site visit, workshop and internal meeting as the council team. If you would have any questions or would like me to comment on anything in particular, please note I am away for a site visit today and will be back in the office on THU the 5<sup>th</sup>.

**PRR00042204 - Milldale**

1. The proposal is for the subdivision of the greenfield stages, 10,11,12 and 13, the integrated land use consent for Stage 4C and proposed wastewater treatment plan.

**Stage 10-13**

2. 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.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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 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.

8. 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.
9. 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.
10. 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 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.

#### **Stage 4C**

11. 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.
12. 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.
13. 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.
14. 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.

15. 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.
16. 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.
17. 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.

Ngā mihi,

**Mustafa Demiralp | Principal Urban Designer**  
**Tāmaki Makaurau Design Open**  
**Planning and Resource Consents Department**

[Redacted signature block]

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**From:** Carly Hinde [Redacted]  
**Sent:** Thursday, 21 November 2024 4:51 pm  
**To:** Dylan Pope [Redacted]; Samuel Holmes  
[Redacted]; Antoinette Bootsma  
[Redacted]; Dali Suljic  
[Redacted]; Cas Hannink [Redacted]  
Benedict Free [Redacted]; [Redacted];  
Shahriar Tehrani (AT) <[Redacted]>; Paul Schischka  
[Redacted]; Mustafa Demiralp  
[Redacted]; Dylan Walton [Redacted];  
Rahman Bashir [Redacted]  
**Subject:** RE: PRR00042204 - Milldale - Stages 4C, 10 -13, Wastewater Plant - Fast Track Workshop

Afternoon everyone,

Thanks again for attending today's workshop.

I am envisaging that you all have a better understanding of the proposed scheme and already have an idea of the feedback you will be providing. Fulton Hogan have requested comments by the 9<sup>th</sup> December, but Dylan and I will require sufficient time to review and coordinate, so envisage we will need comments by the 5<sup>th</sup> December (two weeks today).

We also felt it would be good to have a Teams catch-up on Wednesday (27<sup>th</sup> November) to see if there are any matters which require further internal discussion - please can you let me know ASAP if there are any times you cannot do on Wednesdays, otherwise I'll go ahead and send a calendar invite.

Kind regards,

**Carly Hinde | Principal Project Lead**  
**Planning & Resource Consents - Premium Unit**

[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** Carly Hinde

**Sent:** Thursday, 21 November 2024 4:42 pm

**To:** 'Rachel Morgan' <[REDACTED]>; 'Euan Williams' <[REDACTED]>;  
'Hannah O'Kane' <[REDACTED]>; 'mark.delaney@viridis.co.nz'  
<[REDACTED]>

**Cc:** 'Dylan Pope' <[REDACTED]>; Samuel Holmes  
<[REDACTED]>; Antoinette Bootsma  
<[REDACTED]>; Dali Suljic  
<[REDACTED]>; Cas Hannink <[REDACTED]>;  
Benedict Free <[REDACTED]>; 'sharmin.choudhury@flownz.com'  
<[REDACTED]>; 'Shahriar Tehrani (AT)' <[REDACTED]>; 'Paul  
Schischka' <[REDACTED]>; Mustafa Demiralp  
<[REDACTED]>; 'Dylan Walton' <[REDACTED]>;  
'CONNOLLY, Sean' <[REDACTED]>; 'Magdalena Regnault'  
<[REDACTED]>; 'Sean Wu' <[REDACTED]>; [REDACTED]  
<[REDACTED]>; 'Jamie Whyte' <[REDACTED]>;  
[REDACTED]  
[REDACTED]; Rahman Bashir <[REDACTED]>

**Subject:** RE: PRR00042204 - Milldale - Stages 4C, 10 -13, Wastewater Plant - Fast Track Workshop

Afternoon everyone,

Thanks for all your help organising today's Milldale Fast Track workshop event.

In terms of next steps, please can you provide confirmation of timescales for issuing the 'final' pre-lodgement plans which the Council's specialists will be providing comments on, including incorporating the amendments necessary to reflect the feedback and requests (including density details) provided at today's workshop?

Further, do you have any documentation from your arborist and ideally a clear plan which illustrates the trees on site which are to be retained / removed, plus details of the proposed earthworks (for example,

cut and fill plans, details of the depth of the earthworks, proposed ground water / dewatering details).

In addition, I am conscious that the main matters which require clarification are the wetlands matter (we specifically require more detailed plans and assessment by [REDACTED] to enable Antoinette to provide meaningful feedback) and commercial centre (similarly, from Insight Economics, as we will require input from our policy and economics teams as part of the consultation process).

You will appreciate that the more information which can be provided to the specialists, the more productive the discussions will be to inform the final lodgement package, though please just let me know if you have any queries.

Kind regards,

**Carly Hinde | Principal Project Lead**  
**Planning & Resource Consents - Premium Unit**

[REDACTED]  
[REDACTED]

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**From:** Carly Hinde

**Sent:** Tuesday, 19 November 2024 3:02 pm

**To:** Dylan Pope <[REDACTED]>; Samuel Holmes  
<[REDACTED]>; Antoinette Bootsma  
[REDACTED]>; Dali Suljic  
[REDACTED]>; Cas Hannink <[REDACTED]>;  
Benedict Free <[REDACTED]>; [REDACTED];  
Shahriar Tehrani (AT) [REDACTED]>; Paul Schischka  
[REDACTED]; Mustafa Demiralp  
[REDACTED]>; Dylan Walton <[REDACTED]>; Rachel  
Morgan <[REDACTED]>; CONNOLLY, Sean [REDACTED]>;  
Magdalena Regnault [REDACTED]; Euan Williams  
[REDACTED]>; Hannah O'Kane [REDACTED]; Sean Wu  
[REDACTED]; [REDACTED]; Jamie Whyte <[REDACTED]>  
[REDACTED]

**Subject:** PRR00042204 - Milldale - Stages 4C, 10 -13, Wastewater Plant - Fast Track Workshop

Afternoon everyone,

Please find attached the agenda ahead of this Thursday's workshop session (11am – 2pm) at Milldale (thanks Rachel for preparing this), plus the other documents / plans which Dylan previous circulated to the Council specialist team. Also note that a revised layout plan for the Stage 13 neighbourhood centre and a draft ecology assessment plan are due to be circulated in advance of the workshop.

We have a packed agenda and will be starting promptly at 11am so I would be grateful if everyone can be at the starting point (the end of Cemetery Road) on time.

If you have any queries in advance of the workshop, please just let me know.

Kind regards,

**Carly Hinde | Principal Project Lead**  
**Planning & Resource Consents - Premium Unit**

[REDACTED]  
[REDACTED]  
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<b>PROJECT</b>	<b>MILLDALE STAGES 4C, 10 - 13 FAST TRACK</b>
<b>SUBJECT</b>	<b>TRANSPORT REVIEW</b>
<b>TO</b>	<b>CARLY HINDE</b>
<b>FROM</b>	SHARMIN CHOUDHURY
<b>REVIEWED BY</b>	RUSSELL BRANDON & TERRY CHURCH
<b>DATE</b>	29 NOVEMBER 2024

Flow has been engaged by Auckland Council to review the transport matters relating to Stages 4C and 10-13 of the proposed residential development in Milldale. Following the Milldale Fast Track workshop on 21 November 2024, we reviewed the *Auckland Council Plan Set for Review 22.11.24* and the 2019 ITA<sup>1</sup> for Milldale. Below is our summary of high-level comments, followed by further detail.

## 1 SUMMARY OF FINDINGS

**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.

**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.

**Wainui Road Upgrade:** We recommend crossing points on Wainui Road to enhance pedestrian and cycling safety and connectivity.

**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.

**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.

**Lot Access Design:** We recommend reviewing access designs for lots with pedestrian links at their frontage to ensure safety and functionality.

**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.

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<sup>1</sup> Integrated Transport Assessment Milldale prepared for Fulton Hogan Land Development 01/10/19, provided by Stantec



**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.

**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.

## 2 DETAILS OF REVIEW

### 2.1 Public transport and access to buses:

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.

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.

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.

### 2.2 Gradients for heavy vehicles:

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.

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.

This will determine that the berms planned for rubbish collection can be **safely accessed**, allowing for a **viable layout** of the lots.

## 2.3 Wainui Road:

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.

## 2.4 Planned upgrades:

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:

1. The intersection of Pine Valley Road and Dairy Flat Highway is upgraded into a signalised intersection;
2. Four traffic lanes (two in each direction) are provided on Dairy Flat Highway between Pine Valley Road and the Silverdale Interchange;
3. The intersection of Pine Valley Road, Old Pine Valley Road and Argent Lane is upgraded into a roundabout; and
4. An additional westbound lane is added onto the bridge between Hibiscus Coast Highway and Dairy Flat Highway within the Silverdale motorway interchange.

We observe that only item 3 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.

## 2.5 JOALs

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.



**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.



**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).

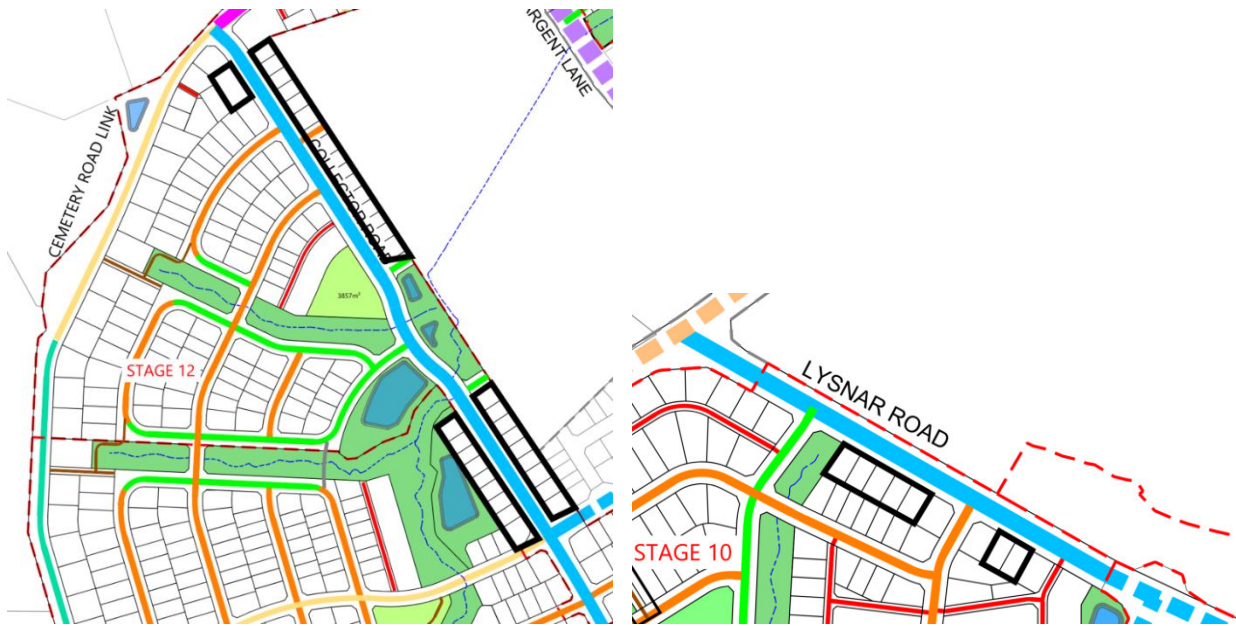
## 2.6 Pedestrian paths



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.



## 2.7 Cycle lane vs driveways



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.

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.

## 2.8 Access to the lots



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.

## RC Pre-application Minutes (Stage 4C – Waste)

Planner-led Pre-application No. PRR00042204 – Milldale Stages 4C, 10 – 13, WWTP Fast Track Pre-App		
Applicant	Fulton Hogan Land Development Limited	
Contact details	Contact	Rachel Morgan – Barkers & Euan Williams / Hannah O’Kane - Woods (Agents)
	Email	[REDACTED] [REDACTED]
Site address	Cemetery Road Wainui, Lot 2 DP 488814	
Proposal	Fast Track: To undertake earthworks and civil works to create sites for over 1,100 residential sites.	
Plans and information	Scheme and streetscape plan circulated 16 January.	
Meeting to be held		
Date, Time, Room	Tuesday 21 January 2025 11.30am – 12.30pm, online via Teams	
Proposed meeting participants – Customer / Agents	Jo Sunde Tim Rickards Jon Madden Maggy Regnault	Woods Woods Woods Barker & Associates
Proposed meeting participants – Council	Carly Hinde Jennifer Jack James Young	Principal Project Lead - Auckland Council Senior Waste Planning Advisor - Auckland Council Waste Advisor (Contracts) - Auckland Council

Summary of key considerations and issues	
<b>1 – Introductions</b>	-
<b>2 – Site Overview: Description, Planning Matters etc</b>	The applicant team gave an overview of the Milldale development, noting that there had been previous pre-app discussions with the Council waste team in 2024.
<b>3 – Proposal Overview</b>	<p>It was agreed that the purpose of the meeting was to focus on the proposed waste arrangements for Stage 4C. This aspect of the scheme seeks to subdivide the land into 21 super lots and 168 terraced units for future build partners. Most of the units would have garages and front / back yards, and all will incorporate bin enclosures.</p> <p>The applicants would like to obtain a steer from the Council about allowing direct bins access off the public street – noting there are various restrictions, including</p>



	<p>rain gardens, occasional parking bays, driveways and JOAL accesses. Other issues for the development relate to land contours and some of the housing blocks having retaining walls up to 1.5m high.</p> <p>It was noted that there are other potential issues relating to broken yellow lines and cars parking on both sides of the street causing access issues within the wider Milldale development. There are also rain gardens proposed along the roads and these reflect the surrounding housing schemes – it was acknowledged that Auckland Transport do not tend to support these.</p> <p>The previous waste 2024 pre-application meeting had flagged there were potential opportunities for the Council waste team to utilise smaller waste trucks (8m) and for the Council collections to be undertaken more frequently. James confirmed that these new options will be brought in from March – September 2025. It will comprise collection fortnightly for bins off the road (including green scraps) and 2 – 3 days a week for designated bin areas.</p> <p>The other stages of the Milldale fast track consent (10 – 13) will not be progressed on a superlot basis, with the applicant intending to seek waste road pick-ups. The proposed details of this will be included within the lodgement package, with more specific information to be provided at EPA stage.</p> <p>The applicant team would prefer for servicing to be taken directly off the road, but would also like the flexibility to utilise the JOALs for trucks. The option of having a central collection point was supported by the Council as it would reduce the reversing distance for trucks. A signed waiver would be necessary for the trucks to access private land and this would need agreed at body corporate stage. In addition, a timing parking restriction and signage would be required to enable clear access for waste vehicles during certain times.</p> <p>The applicant team confirmed that they would provide draft conditions within the lodgement package, along with lighting plans. This would also include restrictions relating to the above body corporate matters and for a waste management plan to be approved prior to occupation of the houses.</p> <p>The Woods team confirmed that the vehicle tracking plans and sight distances appear acceptable.</p>
<b>4 - Next Steps / Actions</b>	<p><u>Applicant team:</u></p> <ul style="list-style-type: none"> <li>- To provide suggested waste management conditions for review by Council.</li> </ul>

- It was agreed that details of the proposed designated bin area size (based on typology i.e. number of bedroom and units) will be provided to enable James and Jennifer to confirm the sizes required.
- A review of the proposed transformers, link pillars and street trees will be undertaken to check if there are any conflicts for vehicle movements.
- Woods to also review nearby key community facilities (including kindergarten, schools etc) delivery times and potential conflicts for vehicle and bus routes.
- Lodgement package:
  - o The plans need to clearly illustrate waste vehicle routes, specific pick-up areas, signage, lighting and designated bin areas for the houses.
  - o Draft Waste Management Plan to be provided?
  - o A signed waiver would be necessary for the trucks to access private land and this would need agreed at body corporate stage. In addition, a timing parking restriction and signage would be required to enable clear access for waste vehicles during certain times.

James: to confirm spec details and size for waste truck - Smaller MUDS truck - Rear loader 8.9m & Standard Sidearm vehicle for refuse collections - 9.8m

Jennifer: to confirm at lodgement stage if the proposed JOAL's can accommodate the proposed truck movements.